



Hongkong Daily Press

ESTABLISHED 1857

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SUPPLIED BY
N. LAZARUS,
Optician,
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No. 19,945 號五十四百九千九萬一第 日九十二月四年戌壬 HONGKONG, THURSDAY, MAY 25TH, 1922. 四拜禮 號五十二月五年一十國民華中 PRICE, \$3 PER MONTH

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PURPLE TRIANGLE.

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15, Morrison Hill Road.

PEAK TRAMWAY CO.
LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " 9.30 " " 10 " "
9.30 " 11.00 " " 15 " "
11.30 " 12.30 p.m. " 15 " "
12.30 p.m. to 3.30 p.m. " 10 " "
3.30 " 4.00 " " 15 " "
4.00 " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.30 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SATURDAY.
Buses Car—12 midnight.

SUNDAYS.
7.40 a.m. to 7.45 a.m. every 15 minutes
7.45 " 9.30 " " 10 " "
9.30 " 11.00 " " 15 " "
11.30 " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 4.00 " " 15 " "
4.00 " 8.10 " " 10 " "
NIGHT CARS.
As on Week Days.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Joe Vaux Road.
Season and punch tickets available for
all cars, not already full, running at the
rate stated in the Company's time-table,
but not for special cars, can be obtained on
application at the Company's Office. No
season ticket will be issued until payment
thereof has been made in Bank Notes or
Cheques or Compro Order represent-

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after FRIDAY, SEPTEMBER 16TH, 1921 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

| | | No. 1 | No. 2 | No. 3 | No. 4 | No. 5 | No. 6 | No. 7 | No. 8 | No. 9 | No. 10 | No. 11 | No. 12 | No. 13 | No. 14 | No. 15 | No. 16 | No. 17 | No. 18 | No. 19 | No. 20 | No. 21 | No. 22 | No. 23 | No. 24 | No. 25 | No. 26 | No. 27 | No. 28 | No. 29 | No. 30 | No. 31 | No. 32 | No. 33 | No. 34 | No. 35 | No. 36 | No. 37 | No. 38 | No. 39 | No. 40 | No. 41 | No. 42 | No. 43 | No. 44 | No. 45 | No. 46 | No. 47 | No. 48 | No. 49 | No. 50 | No. 51 | No. 52 | No. 53 | No. 54 | No. 55 | No. 56 | No. 57 | No. 58 | No. 59 | No. 60 | No. 61 | No. 62 | No. 63 | No. 64 | No. 65 | No. 66 | No. 67 | No. 68 | No. 69 | No. 70 | No. 71 | No. 72 | No. 73 | No. 74 | No. 75 | No. 76 | No. 77 | No. 78 | No. 79 | No. 80 | No. 81 | No. 82 | No. 83 | No. 84 | No. 85 | No. 86 | No. 87 | No. 88 | No. 89 | No. 90 | No. 91 | No. 92 | No. 93 | No. 94 | No. 95 | No. 96 | No. 97 | No. 98 | No. 99 | No. 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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FOR YOUNG, OLD MEN!
FOR OLD, YOUNG MEN!
AND ALL GIRLS!

CELEBRATE YOUR TWENTY-FIRST BIRTHDAY!

SEE

H. B. WARNER

in

"WHEN WE WERE TWENTY-ONE"

Adapted from Nat Goodwin's Famous stage success

Henry Kine, Director.

H. V. EDMOND, Author.

A Drama of A Youth Who, While Sowing His Wild Oats, is Lured by A Scheming Siren and is Saved by The Sacrifice of His Guardian.

A ROMANTIC TREAT!

FRIDAY, WORLD FRIDAY,

THEATRE.

26th.

26th.

ANGLO-CHINESE FRIENDSHIP A SOCIAL GATHERING IN LONDON.

[COMMUNICATED.]

A most successful joint Social was given by the Anglo-Chinese Friendship Society and the Central Union of Chinese Students at the Penn Club, Tavistock Square, on March 30th. The guests numbered about 80 amongst whom were the Rt. Hon. Sir John Jordan, Hon. President of the Anglo-Chinese Friendship Society, and His Excellency V. K. Wellington Koo, Vice-President, and Madame Koo. Mr. S. W. Cheung, of University College who acted as Chairman, called on H.E. Dr. Wellington Koo, who was leaving for China the following morning. He wished the Society every success in its work of encouraging friendship between the two nations. His Excellency expects to return to London before Christmas.

Sir John Jordan referred to the position China had made for herself at Washington. This was mainly due, he said, to her able representatives, one of whom was present that evening and if China was to maintain the position thus gained, she must do real constructive work, and it was only the Chinese themselves who could work out the evolution of their country.

Mr. PHILIP BERRY, Chairman of the Anglo-Chinese Friendship Society, speaking on behalf of the Society, said: "I have been asked to say a few words about the work and prospects of the Anglo-Chinese Friendship Society, and as Chairman of the Society I gladly do so. We have been passing through troubled waters lately, but it is not our Society only that has been in troubled waters. That unfortunately has been the lot of all good causes since the termination of the Great War. Like many other institutions we have been in financial straits, but the troubled waters I specially have in mind are the continuous changes that have been taking place in the personnel of our officers, and especially that of the Secretary."

But first I must mention that of the President. The hand of death has been amongst us, and our late distinguished President, Lord Bryce, has, as you know, passed away from us. We were particularly fortunate in having such a great man in that office. Lord Bryce was not only distinguished in the ranks of Art and Letters, but he was also well known for his ability in international politics and diplomatic circles. We always knew that when Lord Bryce's name was at the head of any institution that was sufficient guarantee that the cause such institution stood for was a good cause. Lord Bryce has passed away, but I am happy to say his place as President is to be taken by one who will make an able successor, Sir John Jordan. Sir John knows China after his long residence in the East, probably as well as any other person in England. His interest in that country is well known, and especially his desire to maintain and encourage friendly relations between our country and theirs. Those who, like myself, have been at Peking during his regime there as British Minister will always remember with gratitude his kindness and hospitality. The Committee are very thankful that he is willing to accept the position of President.

Then we have had a change of Treasurer: Mr. Lo Chong, the late Consul-General here, has been transferred to Singapore and we have had to accept his resignation from the Treasurer. But we have proposed another name to fill the vacancy, that of a distinguished Chinese in London, who I have every reason to believe will agree to act and will very ably carry out the duties (Mr. Chao Hsin Chu has since accepted the position.)

Then as to the Secretaryship, we have had serious changes and so much depends in an institution like ours upon this functionary. Mr. C. L. Hsia, a student of philosophy, has very kindly undertaken the work of Secretary since Mr. Partington retired last November, he Mr. Hsia is very soon going to return to China and we shall all be sorry to lose him from England. But the Committee have now appointed Mr. Alfred Davidson as full time Secretary to follow Mr. Hsia. Mr. Davidson knows China and particularly West China well, he is very keen in his desire to promote friendship, and we anticipate great development in the Society's work during the coming months. It would not have been prudent in the general position of things to have embarked on any new schemes involving much expenditure in the last year or two, but we want now, as soon as we can, to establish a "China House" in London where Club life may be developed and especially where social life and friendliness between our people at home and Chinese visitors or residents in this country may be fostered. We want to ask all of you to help to extend the influence of the Society in every possible way. There is great scope; if only it be in making known the facts as to the true position of things in China to-day. There is a profound ignorance—I feel it more every day—I live—a profound ignorance in regard to things Chinese and to the true position of China in international questions. This ignorance, I regret to say, is very apparent in connection with our newspapers which are often lamentably misleading in regard to what they tell us about things that are happening in China. There is a great work for this Society to dispel ignorance and in general education of our people here as to the true facts. I do not need to say more; I am very glad to have had this opportunity of saying this much about our work.

A very pleasant evening was drawn to a close over tea and coffee. The success of the gathering was mainly due to the Chairman (Mr. S. W. Cheung), Mr. C. L. Hsia, and Miss W. T. New.

RUSSO-MONGOLIAN TREATY. CHINESE PROTEST.

The following is an unofficial translation of the text of a Memorandum presented by the Waichiao-pu to the Soviet representative M. Paikoss on May 1st, protesting against the signature of the recently announced treaty between Russia and Mongolia:

"According to the recent report of General Li Yuan on the subject of the Russo-Mongolian Treaty, we asked you about this matter when you first arrived in Peking and you replied that it was entirely untrue. However, during a recent conversation with you I again put the question to you owing to the recent publication by the papers of the text of the treaty, and you admitted the truth of this report."

The Soviet Government has repeatedly declared to the Chinese Government: "That all previous treaties made between the Russian Government and China shall be null and void; that the Soviet Government renounces all encroachments of Chinese territory and all concessions within China and that the Soviet Government will unconditionally and forever return what has been forcibly seized from China by the former Imperial Russian Government and the Bourgeoisie."

"Now the Soviet Government has suddenly gone back on its own word and secretly and without any right concluded a treaty with Mongolia. Such action on the part of the Soviet Government is similar to the policy the former Imperial Russian Government assumed toward China."

"It must be observed that Mongolia is a part of Chinese territory and as such has long been recognized by all countries. In secretly concluding a treaty with Mongolia the Soviet Government has not only broken faith with its previous declaration but also violates all principles of justice. The Chinese Government finds it difficult to tolerate such an action, and therefore we solemnly lodge a protest with you to the effect that any treaty secretly concluded between the Soviet Government and Mongolia will not be recognized by the Chinese Government."

"You are respectfully requested to transmit this Note to the Soviet Government at Moscow."

CHINA AND HER NAVY.

Discussing the Far Eastern problem as likely to be modified by the agreements reached at Washington, an American Journal says that although there is little chance of China being able to get rid of her foreign exploiters and set up a great world power until there has been a thorough cleansing of the Augean stable of corrupt officialdom, at present there is no sign of any such operation, though there are plenty of patriotic men in the country who realize the necessity of doing the work. As regards the Chinese Navy, our contemporary states that the latest news to hand is not very reassuring. In December last, Admiral Chiang Cheng and Admiral Tu Hsi-kwei, who are jointly in command, decided that the quickest means of recovering their arrears of pay was to seize the salt galleys (revenue derived from the salt tax), which they proceeded to do. The diplomatic corps at Peking has protested against this arbitrary act, but without result.

Innocent foreigners may be pardoned for suggesting that these gallant sailors are claiming pay which they have not earned, considering the prevalence of piracy in Chinese waters. Although the Chinese Navy contains upward of 30 gunboats, mainly designed for river service, it seems quite small to keep down the pirates who infest the waterways of the empire and render them unsafe for navigation. Apart from these gunboats, there are a few seagoing vessels in service, including the cruisers *Ying Jui* and *Chiao Ho*, built in England ten years ago, four older cruisers, and a dozen torpedo boats. The Chinese bluejacket is highly praised by all who know him. Under good leadership he exhibits a courage and steadfastness beyond all praise. *Naval and Military Record.*

THE TOKYO PLACE EXHIBITION.

The N.Y.K. Travel Bulletin contains an illustrated description of this Exhibition which was opened on March 10th and will be closed on July 31st. The prime objects of the exhibition, it says, are to commemorate the restoration of peace and encourage the development of industry and trade. The exhibition will be a great attraction to those students of recent advances in Japanese civilization, and it will be found a very convenient summing up of Japan's latest progress, presented in an interesting and finely organized form. The exhibition site is the Ueno Park, one of the most spacious and picturesque spots in Tokyo. The cost of the exhibition is roughly estimated at six million yen. The exhibition buildings, covering an aggregate area of roughly 10 acres, are grouped in two grounds which extend over a total area of 150,000 square feet. Ground No. 1 is located on the hill of Ueno Park and Ground No. 2 surrounds the Shinobazu Pond, a pretty little lake below the hill. The exhibition buildings consist of over 20 main halls, several special halls and over 40 private exhibit halls. Approximately 500,000 workmen were employed in the construction of these buildings, the total wages paid being roughly estimated at 1,000,000 yen. The number of exhibits entered is about 210,000 and the exhibition surpasses in its scale any other ever attempted in Japan. The largest hall is that devoted to manufacture closely followed by the Dyeing and Weaving Industry Hall and the Fine Arts Hall. The highest structure is the Peace Tower of 150 feet. It is calculated that the distance traversed in going round the main buildings is about 6 miles, and it will take at least three days to cover, if all the halls and exhibits are to be given merely a flying visit.

THE PRINCE IN HONGKONG. THE "TIMES" COMMENT.

The following leading article appeared in *The Times* in connection with the visit of H.R.H. the Prince of Wales to Hongkong:

In Hongkong, that great centre of British commercial influence in China, the Prince of Wales has had a magnificent reception from the British colony and the Chinese population. Travelling northward through the Pacific, still an ocean of mysterious and thrilling possibilities, he has come into contact with a land that, for all its sensitiveness to modern influence, is firmly rooted in an immemorial past. In his reply to the addresses presented to him, the Prince declared that "in Hongkong, bordering on ancient China, with its centuries of history, his experience should be of mutual advantage to both civilizations." It is a romantic experience, and the Prince, who has seen the full now and appreciated the romance and struggle of our developing Empire, will gain from his glimpse of changing China a new impression of the remarkable perspectives of history in our time. The thoughts of the British people as they follow him in his far journeying must be kindled to a deep imaginative interest in the confused present and the still indefinite, but fascinating, future of China. That great country, with its immense population, is for the moment the middle of politicians and the despair of diplomats. Its government is to all appearance sheer anarchy. It is the prey of rival leaders, who form among themselves unstable combinations that again and again fall short of final unity. Local and foreign influences keep these rival leaders apart, and a perpetual condition of incipient civil war on occasion flares up in a wide area and inflicts suffering that is intolerable. Some leaders have given bright promise and have awakened admiration; but one after another they have failed. It is impossible even for those who know China best to predict exactly what form her political development will take, and her present distress gives many opportunities to those who pursue within her borders narrow and egoistical aims.

Amid all this instability it is remarkable that China does give unfailing evidence of a curious fundamental stability. There is in the people some powerful instinct of permanence that defies the fret of the present political day. China is living and growing in spite of her troubles. It is to the British interest that these troubles should speedily pass, but the fact that there are in China a number of rival and changing Governments, who cannot practically be regarded as true representatives of China, makes it all the more important that British sympathy for that country and her people should be expressed in an alert and sensitive appreciation of every phase in her development. The fundamental British interest in China is that China should be free to manifest her own indissoluble unity, and that she should be able freely and happily to develop her own rich resources. That the cure of Europe weigh heavily upon us is no reason why we should neglect China. The enterprise that has built up there during the past century an important network of trade relations should not be allowed to slacken now in this most critical and hopeful period. It is good news that after the interruption of the war British trade with China has begun gradually to improve, and it will improve the faster if attention at home is concentrated afresh on the new and extremely interesting problems that China now presents. Our country has no exclusive ambitions. It stands resolutely for the principle of the open door in China, and aims at assisting in all its dealings the friendly co-operation of the Chinese people. Those methods of justice and fair dealing by which Great Britain has gained her position must be maintained and developed. More than ever is enterprise in China fraught with hope, with difficulties, and with fascinating possibilities. His Majesty the King, in replying to a congratulatory telegram from the Sino-British Association, expresses his hope of the beneficial effect of the Prince's visit to Hongkong on the commercial relations between this country and China. The occasion should be a new starting point. More than ever is the enterprise worth while; because it means, not merely relief for our own industrial depression, but active participation in the manifold progress of Chinese national development.

THE SCRAPPING OF JAPANESE WARSHIPS. AN EXPENSIVE OPERATION.

It is reported, says the *Japan Chronicle*, that all preparations are completed for the "scrapping" of the Japanese warships, in accordance with the decisions reached in the Washington Conference. The "scrapping" will be performed, as a matter of principle, at the naval stations to which the vessels belong. The following are the vessels to be scrapped: *Yokosuka*, *Akashi* (battleship) and *Kuma* (battleship); *Kure*, *Settsu* (battleship), *Ibuki* (battleship) and *Kurama* (battleship); *Sasabe*, *Shikishima* (battleship) and *Fusen* (battleship); *Maiduru*, *Kasuma*, *Katori*, *Aki* and *Saitama*, all battleships. As for the new battleships *Kaga* and *Tosa*, they will be formally scrapped at Yokosuka or Kure, after being used as targets for bombing and bombardment practice.

The work of breaking up the scrapped vessels is to be carried out at the naval stations to which they belong, but the operations for the removal of targets and the like will be undertaken by the Kure and the Yokosuka Naval Stations. The battleships *Aki* and *Saitama* are to be blown up, but the battleship *Tosa* will be used for technical experiments in the Bay. For the expenses on account of the "scrapping" operations a sum of about ¥1,500,000 is appropriated, which will be defrayed over two consecutive years.

The battleships *Amaki* and *Atsugi* are to be reconstructed into aeroplanes, carriers, and the work of reconstruction is already taken in hand at the Yokosuka and the Kure Naval Armories.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes A, L, JWB, WX, QW, RF, RG, RH, RL, RX, RW, RU.

LOST—Half grown Bull-terrier, pure white. Name of "Anzac"—Reward. Mrs. MURPHY, 52, Peak.

WANTED TO PURCHASE—Hotel or Boarding House, Good Price paid for Genuine Concern showing Good Profits, strictly Confidential. Apply Box S.B., c/o Daily Press Office.

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TO LET—Nicely Furnished Flat in Conduit Road, three rooms, spare room, bath room. Vacant June 1st. Apply Box S.D., c/o Daily Press Office.

FOR SALE—Dodge Automobile, 1921 model in excellent condition. Avg. 25 m.p.h. Can be seen any time between 10 o'clock and four at East Point Garage. Experienced chauffeur could remain with car. Price \$2,000, reason for selling, owner leaving the Colony. Apply Box S.E., c/o Daily Press Office.

FOUND—A brown leather Wallet containing English Bank notes at Arsenal Street Pier on the 30th April last. Any claim should be made to the Deputy Superintendent of Police at Police Headquarters.

LOST—A Lady's Gold Wrist Watch, probably between the Central Police Station and the Public Wharf, Tsimstai, on Saturday 20th May. The finder will be rewarded, application to P. P. J. WOODHOUSE, Esq., C.I.E., Police Headquarters.

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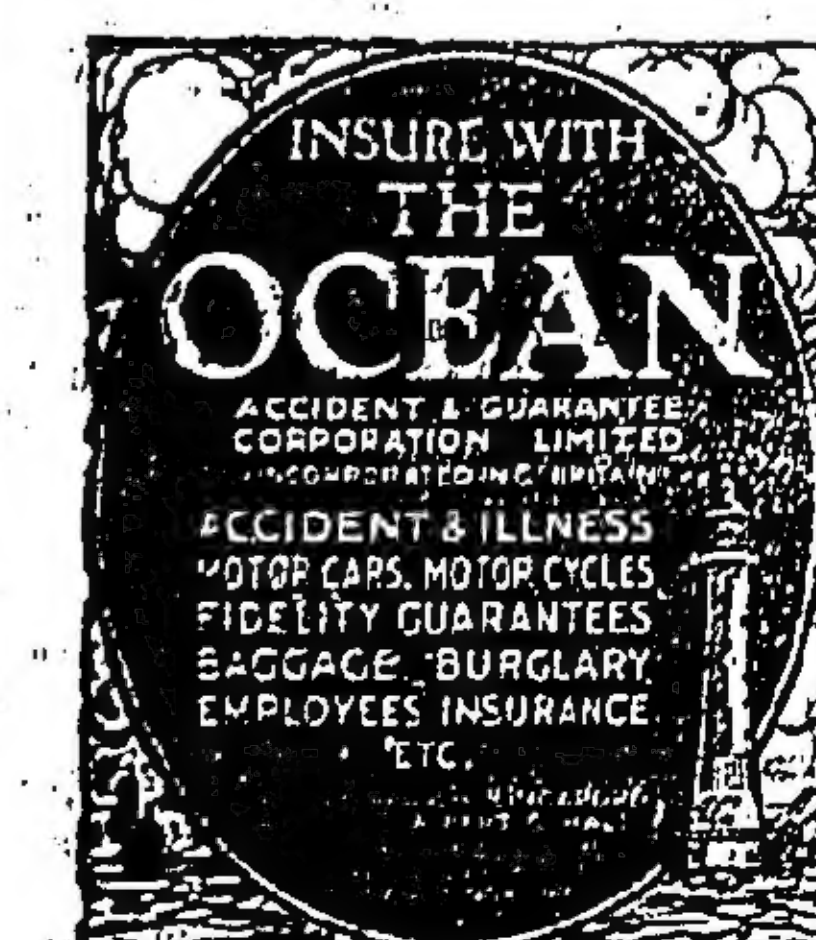
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EMPIRE DAY IN HONGKONG. SERVICE AT THE CATHEDRAL.

The principal Empire Day celebration yesterday, was over before many residents reached Victoria. This was a children's service at St. John's Cathedral, attended by children from many of the schools of the Colony; also by Girl Guides and the Boy Scouts. H.E. the Governor (Sir R. E. Stubbs, K.C.M.G.) was present; the Director of Education (the Hon. Mr. A. E. Irvine) was responsible for all the arrangements for the service. The heads of many of the schools, and their staffs, attended.

The service was conducted by the Rev. H. Copley Moyle, the other clergy present being the Revs. G. R. Lindsay, M. W. Shewell, C.F., H. Croft-Rees, R.N., G. E. S. Updell, H. S. Bailey, B. N. Carter, R.N., G. T. Waldegrave and J. T. Holman.

The address was given by the Acting-Warden of St. Stephen's College (the Rev. E. W. L. Martin).

"Taking as his text the words, 'God is King of all the earth' (Psalm 47, verse 7) the Rev. E. W. L. Martin briefly addressed the children. He said:

"Today we think, very humbly and quietly, of our glorious Empire of free peoples ruled over by King George. As God is King of all the earth, our mission and purpose is from God. As is, of course, the mission of America, or China, or any other country of the 'family of nations.'"

Now if God is King of all, we ought to be humble and unselfish like Jesus Christ. In the past all nations have been sometimes selfish in different ways, but they have now changed. America is not selfish; she invited the Nations to go to Washington; China is not selfish; she welcomes foreigners to her cities and villages. England is not selfish; this year at the Washington Conference she gave back Wei-hai-wei, of her own free will and accord, to China; so that the British Government received from China 'most cordial thanks for their great friendliness in agreeing to return Wei-hai-wei, and for the valuable assistance rendered by the British delegation to the Chinese delegation in the settlement of the Shantung question.'"

"And to the Nations in general we gave up at Washington, very much more, of our own free will and accord, in the matter of the ruling of the seas. 'This was quite right, and it was also unselfish. We must keep the aims of the British Empire unselfish, and we must continue to prove them so by deeds and not by words.'"

All the nations are like brothers and sisters in a family. We must be humble and show honour and respect for other nations, even for their poorest peoples. For they also are men, our brothers, with immortal souls."

Let us this day remember our great British heroes whose examples should be our inspiration and our pride. Explorers and rovers, like Raleigh, Drake and Hawkins; poets like Shakespeare and Milton; sailors like Nelson and soldiers like Wellington; saints and heroes, like that Bishop of Hongkong who was drowned in the typhoon of 1910 while on his way to teach the Chinese farmers in the villages; Sovereigns like our own King George, whose aim in life is to serve his people. Yes, and all those heroes of the Great War who laid down their lives for us and for freedom's cause."

To-morrow is Ascension Day; let us remember Jesus Christ, who died for us all on the cross for our sins, and rose again the third day; His body so changed and glorified, that after 40 days he returned to the Heavenly Home, gloriously ascending and throwing open for us the Gate of Heaven, so that now we can enter in heart and mind, and we shall enter one day, please God, to be with Christ and our loved ones for ever."

AT THE ROMAN CATHOLIC CATHEDRAL.

The children of the Roman Catholic Schools attended a similar service at the Cathedral of the Immaculate Conception. Several members of the Consular Body were present.

Bishop Pozzoni, in an address, explained that Empire Day had been appointed as a day of observance, especially among the school children, to keep in memory Victoria the Good—the great-grandmother of the future King of England whom they met and who spoke to some of them in the Cricket ground in Hongkong a little more than a month ago. One of Queen Victoria's faithful servants, the Earl of Meath, thought of the idea of perpetuating the memory of Victoria the Good, by appealing to the Government of England.

(Continued at foot of next column.)

INTERESTING SITUATION AT CANTON. IS GENERAL CHEN'S RETURN IMMINENT?

There are many indications in the news from Canton that General Chen Chung-ming will be returning very shortly from Waichow to Canton. His troops during the past week have been steadily gathering in upon Canton, and it is very evident that General Chen has become the predominant military influence there, and all the leading officials, both military and civil, are evidently anxious to stand in well with him.

From the Canton Times we learn that Mr. Wang Ching Wei and General Chen Chien, Vice-Minister of War, have recently left Canton for Waichow to interview General Chen Chung-ming. Also that General Yip Kui, formerly Chief Commander of the Cantonese Army in Kwangsi, arrived at Waichow on the 21st inst. General Yip, the paper says, is conferring with General Chen on important plans of the Northern Expedition and requesting the General to return to Canton immediately to direct the Northern Expedition.

We are inclined to place very little credence in this talk about General Chen directing the Northern Expedition—unless it means directing its return to Canton and the demobilisation of the force. At all events, there are reports which appear to be trustworthy to the effect that orders have been issued by General Chen to the commanders of his troops in the vicinity of Canton to take the necessary measures to disarm any troops returning to the city of Canton from the Headquarters of the Northern Expedition, and it is even said that although General Chen disavows any hostility to Dr. Sun Yat Sen personally he intends that the "President" if he returns to Canton shall come only in a civil and not in a military capacity. The General tenor of the news from Canton points to interesting developments in the course of the coming week. General Chen himself is expected in Canton any day now.

and through the various Departments of that Government to the Dominions and the Colonies to observe the anniversary of her birth as Empire Day. Thus, it came about that, for many years past, the expressed wish of the Governor of Hongkong, this service had been held for the children attending the Catholic Schools in Hongkong. "I consider it a great privilege," said the Bishop, "that I am permitted to take so prominent a part in the observance of Empire Day, and to address you from this altar, to impress upon you the duty which you owe, whether as subjects of the King of England, or as subjects and citizens of foreign Powers residing in this British Colony, to the Government through whose benign rule children of such different nationalities are permitted to grow-up and be taught, in schools, carried on with perfect freedom of religious liberty and thought, such as these you frequent to-day. I do not think it comes amiss from me on this occasion to congratulate every one of you children who took part in the rally at the Cricket ground on the second day of the Prince's visit to Hongkong. Your presence is most gratifying evidence of your loyal obedience to your superiors and your desire to take part in the loyal demonstrations."

"In point of area Hongkong, with its 405 square miles, is but an infinitesimal part of the total of 111 millions of square miles which represent the total area of the Dominions, Crown Colonies and Dependencies of Great Britain. Yet in point of importance Hongkong ranks as one of the first of the Crown Colonies and has been aptly described as the most precious gem in the British Crown. I wish to impress upon you children that, as subjects of the King, those of you who belong to the British nationality cannot and must not fail in your dutiful loyalty. Again, to those of you who are not of British nationality, let me tender just one little word of advice. Be obedient to constitutional authority and by that obedience you will be carrying out the injunction of the Church, which is your best counsellor and friend."

The singing of 'God Save the King' brought the service to a close.

NAVAL VESSELS DRESS SHIP.

The naval vessels in port dressed ship in honour of the day but no other ships were observed to have done so. One was flying the Ensign at the foremast. Nor was there any great display of flags in the city. Apparently Mr. Martin expressed the general view when he said, in the Cathedral, that the day should be celebrated "quietly and humbly."

Government offices were closed for the day but most commercial folk followed the maxim "business as usual."

SIKH RELIGIOUS SERVICE.

A Special service was held at the Sikh temple between 7 and 8 a.m. yesterday when prayers were offered for an enduring and peaceful Empire.

THE LAUNCHMEN'S STRIKE. WILL THERE BE A DEADLOCK?

It is not exactly correct to say that a deadlock has been reached between the launch owners and the strikers, but it is correct to say that the trend of events are shaping that way. While there were no developments yesterday the incidents of the previous day, though small in themselves, may be far-reaching.

THE BOMB OF CONTENTION.

Both sides are waiting for each other to make a move. The owners say they are willing to meet the strikers' delegates, who arrived from Canton on the Monday night, whilst the latter say that they are waiting to be called to a conference. The Secretary for Chinese Affairs has informed the men that he is quite prepared to meet them at the Secretariat, examine their credentials and then to arrange for the necessary meeting, and it is in this brief suggestion from the S.C.A. that the bomb of contention lies.—Yesterday one of the men's delegates informed a representative of the Daily Press that Mr. Hallifax's reply was "very blunt" and to use his own words it amounted to this "I am here; if you want to see me you may do so."

The delegates were quite aware that yesterday was a public holiday and that the Secretariat was closed for the day, and for this reason they were quite prepared to stay in Hongkong for another 24 hours. If by this evening no definite arrangements have been made for a meeting between the owners and the men it is their intention to go to Canton, which, of course, means prolonging the strike indefinitely.

SHOULD NEGOTIATIONS FAIL.

Asked what would be their course of action if the present negotiations failed one of the delegates said that he was not prepared to make a statement but he thought that a policy of co-operating with the other Guilds in the Colony would be adopted. At present the Guild was in a sound financial condition and they had no immediate needs to worry. They were able to provide food and lodgings for all their members at Canton, but in order to conserve their funds they were not issuing strike pay at present; they might do so later.

THE DELEGATES AND THEIR POWERS.

Regarding the status of the delegates, he stated that the men had been given full power at a general meeting of the members in Canton to conduct the negotiations. They have power, he said, to alter and amend any of the existing demands, but they have no authority to cancel any of them. This, of course, is not what can be called "full power."

The delegates appointed at the meeting were: Chan Hop Man, Shum Yun Sang, Wong To Luk, Tang Kue On, and Lo Pun (the last named was the delegate interviewed by the Daily Press representative). All five are members of the Guild, but do not hold permanent official positions in the Guild. They are all employed on launch work in the Harbour.

Lo Pun said: "What the Secretary for Chinese Affairs should do is to arrange for the owner to meet us and then we could both get along with the business. We don't want to go to the Secretary's office and then not have a meeting with the owners."

A DENIAL FROM THE OWNERS.

Regarding the accusation laid by the launchmen against the owners to the effect, that they have received "no sincere replies" from the European owners, Mr. D. K. Blair, Secretary of the Chamber of Commerce, stated yesterday that the launchmen had been met in a fair and reasonable and conciliatory spirit. "We have on our files," said Mr. Blair, "proof that sincere replies have been made to every representation made by the Guild."

THE LAUNCH SERVICE.

The working of launches in the harbour by volunteer crews is proceeding satisfactorily, and Mr. Williamson, the organiser of the service, stated yesterday morning that there was a great improvement in the number of private launches at work, as compared with that of the previous day.

THE STAR FERRIES.

It certainly ought to be put on record how well the naval ratings are now managing the ferries. Quarter-hourly service was well maintained by two ferries yesterday and landings were usually made with great aplomb. When it is remembered that the emergency service has been running less than a week, the results attained are highly satisfactory. With such a service the minimum requirements of the public are adequately met though, of course, there is no margin for pleasure seekers, and that reacts unfavourably on the business of entertainment providers.

HONGKONG TO CANTON. NEED OF A MOTOR ROAD.

Dr. R. E. Chambers, of Canton, writing to the Canton Times on the subject of a motor road between Hongkong and Canton, says:—

The road ought to have been built years ago. What is obviously needed can be made a reality. The men who put this project through will long be remembered as benefactors to all this southern section of China. Hongkong and Canton will both be greatly benefited by such a road, and all intervening territory will be benefited by it.

Easier, freer, means of communication makes for better mutual understanding. Sympathetic study of both Hongkong and Canton through many years has made me warmly appreciative of both cities. I have regretted every incident that has tended to disturb the friendly relations of these two great cities. Each in many important respects needs the other. What injuries or benefits one also injures or benefits the other. Every resident of both cities should work for the cementing of friendly relations. Every possible means should be used to bring the two cities closer together.

The class of people in both Canton and Hongkong who would own motor cars would travel more frequently over a motor road than they now travel by either train or steamer. Many more residents of both cities would become owners of automobiles and this influential class would wield a mighty unifying and progressive influence. One enjoys letting one's imagination dwell upon what would follow as the result of linking up Hongkong and Canton in this modern way. Let every reader of these words sit for a while and think it over.

A well constructed motor road connecting Hongkong and Canton would soon become an asset of world-wide importance for all this section. Its fame would spread to every corner of the globe. It would mark these two cities as enterprising and progressive communities. In dollars and cents the income direct and indirect would soon far surpass the outlay.

I venture to make a suggestion that I hope will be acted upon at once, both in Canton and Hongkong. Let meetings be called in both cities of those interested in the matter. Let ways and means be suggested and discussed. A Canton-Hongkong Highway Association should be formed immediately with offices in both cities. Prominent men in both cities can be found who will readily co-operate if a live Executive is selected with at least one Chinese and one European to lead in the matter. There are difficulties and problems connected with the matter. But these can all be met and disposed of if a group will set themselves unwaveringly to do the thing, and in a surprisingly brief time we shall hear the "Honk Honk" of the motor car all the way between Hongkong and the "City of Rams."

In a leading article supporting the project, the Canton Times says:—Besides being a connecting link between the two cities, such a road would also open up a rich, fertile, agricultural section, and by means of motor communication, make it possible for the farmers to bring their produce to Canton where they can obtain better prices than in the market towns in the interior. This would enrich the farmers and give both Hongkong and Canton new sources of food supplies.

Short roads intersecting this motor road could be constructed by the villagers and a motor truck service should bring their produce to the nearest railway station on the Canton-Kowloon Railway. The freight service of that road would soon have to be increased.

The facilities offered by this motor road could be utilized whenever the authorities have to deal with robbers in that section of the country. Better communication is one of the factors in the solution of the bandit problem in this province. If the road is well policed and an efficient telephone system installed along its whole length, soldiers could be moved to points wherever their services are needed.

On the whole, this project should not remain merely as a proposal. Some energetic Britishers and Chinese should take it up, and by exerting every possible effort, perform a lasting service to these two important cities.

WISDOM & FOLLY.

The blindness, willfulness and foolishness of an inexperienced youth, contrasted with the wisdom, caution and sacrificial love of a man of experience, is one of the interesting themes of "When We Were Twenty-One," the Jesse Dr. Hampton-Pathe feature at the World Theatre on Friday 26th, with H. B. Warner enacting the role in which Nat Goodwin scored his greatest stage success. Another theme is a charming romance, in which the older man is blind to the love of the girl he desires to see wed to his ward, and the ward is blind to the treachery of the adventures and the folly of his love for her.

Henry King directed "When We Were Twenty-One," the cast presenting in prominent roles, James W. Morrison, Claire Anderson and Christine Mayo.

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| Plates in 4 sizes ... | ... \$4, \$4.50, \$5 & \$6.50 per dozen. |
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| Vegetable Dish divided ... | ... \$5.25 " |
| Breakfast Cups & Saucers ... | ... \$8.50 per dozen. |
| Tea Cups Saucers ... | ... \$7.50 " |
| Tea Pots in 3 sizes ... | ... \$1.75, \$2.25 & \$2.75 each. |
| Coffee Pots in 2 sizes ... | ... \$2.00 & \$2.75 " |
| Jugs in 4 sizes ... | ... \$.70, \$.80, \$.90 & \$1.00 " |
| Covered Sugars ... | ... \$1.75 " |
| Sugar Bowls ... | ... \$.60 " |
| Butter Dishes ... | ... \$2.25 each. |
| Egg Cups ... | ... \$3.50 per dozen. |

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These represent the last word in quality, style
and all-round value and are ideal for SUMMER WEAR.

NEW ADVERTISEMENTS

KOWLOON-CANTON RAILWAY.
(BRITISH SECTION.)

THE Public is hereby notified that the 8.35 A.M. train to TAIPU and SHEUNG SHUI on SUNDAYS and PUBLIC HOLIDAYS is cancelled until further notice. The express leaving Kowloon at 8.07 will stop at TAIPU or SHEUNG SHUI to set down let passengers on notice being given to the guard at Kowloon.

H. P. WINSLOW, Manager.

Kowloon, 25th May, 1933. [1056]

SHAMKIN MUNICIPAL COUNCIL.

BY mutual arrangement, Mr. F. W. RICHMOND will continue in the employ of the Shamkin Municipal Council until further notice.

CHAIRMAN.

Shamkin, 22nd May, 1933. [1048]

SHAMKIN MUNICIPAL COUNCIL.

MR. R. M. HUNT has been appointed Secretary to the Shamkin Municipal Council from this date.

CHAIRMAN.

Shamkin, 22nd May, 1933. [1049]

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(IN LIQUIDATION.)

CHEAP SALE.

COMMENCING from WEDNESDAY, the 24th May, 1933, and for Ten Days thereafter, all PIECE GOODS, MILLINERY, LINGERIE, etc., etc., contained in the above firm, 37, Queen's Road Central, Hongkong, will be sold subject to a cash discount of 25 per cent. to clear.

A. R. LOWE, Special Manager.

Hongkong, 22nd May, 1933. [1047]

G. R.

SALE BY TENDER OF H.M.S. "MOONSHINE."

TENDERS are invited for the purchase of the above named ship as she lies in the harbour.

2. Full particulars of the ship, conditions of sale, permits to view and tender forms may be obtained on application to the undersigned.

3. A deposit of \$100.00 is required before forms of tender can be issued, this amount being returned if tender is not accepted.

4. The vessel will be on view from the 4th May to the 11th May inclusive, during the ordinary working hours of the Dockyard.

PARTICULARS OF H.M.S. "MOONSHINE."

A single screw steamer of about L.H.P. 370. Length between Perpendiculars 84' 6". Breadth, extreme 13' 6". Depth in hold 10' 6". Approximate Displacement, Tons 250 (about).

Material of Construction—

Steel (Steel, wood sheathed) Upper and Lower.

5. Tenders will be received in the Office of the Commandant, Hongkong, up to Noon on THURSDAY, the 1st June, 1933.

J. B. PENMAN, Dy. Naval Store Officer.

H. M. Dockyard, Hongkong, May, 1933. [949]

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 29th day of May, 1933, at 3 p.m., at the Office of the Public Works Department by Order of His Excellency the Governor, of one Lot of CROWN LAND at Quarry Bay in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Lots. | Regulatory No. | Locality. | Boundary Measurements. | Contents. | Annual Rent. | Upset Price. |
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| 1. | 100/100. | Quarry Bay. | 100/100. | about 33,000 sq. ft. | 225 | 4,950 |

As per sale plan. [1055]

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

THURSDAY, the 25th May, 1933, at 9.30 a.m., at H.M. Dockyard, Hongkong, and H.M. Dockyard Kowloon, STEEL AND METAL SCRAP, WILCHES, WOOD, CASKS, STEEL, BOILER TUBES, OLD BRASS CONDENSER TUBES, LEAD INGOTS, MISCELLANEOUS MACHINERY, HOSPITAL STORES, etc., etc., etc.

Naval Dockyard Launches will convey intending purchasers to Kowloon on completion of sale of lots in Naval Yard, Hongkong. On view day before sale.

Terms—Cash on delivery. HUGHES & HOUGH, By Appointment Auctioneers to the Admiralty, Hongkong, 12th May, 1933. [1001]

INTIMATIONS

PEAK TRAMWAYS CO. LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on THURSDAY, the 25th May, 1933, at 11 o'clock in the forenoon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1933.

The TRANSFER BOOKS of the Company will be CLOSED from Saturday, the 26th day of May to Friday, the 26th day of May, 1933, both days inclusive.

PEAK TRAMWAYS CO. LTD.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 18th May, 1933. [1016]

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE Certificate No. 1102 for one Silver Share, No. 94 now converted into 5 gold shares in this Society standing in the name of HALFORD & CO. of London has been declared LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming the said Certificate will be deemed cancelled and of no effect, and a certificate for the 5 gold shares will be issued in its stead by the Society.

C. MONTAGUE EDE, General Manager.

Hongkong, 18th May, 1933. [1033]

NOTICE.

I, H. M. H. NEMAZEE, of Prince's Buildings, 1, Des Vaux Road, Hongkong, hereby give notice that in accordance with the conditions of purchase and in conformity with the provisions of the Merchant Shipping Act 1894, in respect of the ship "ALMERIA" of Hongkong official number 117715 of gross tonnage 4,900 tons register tonnage 2,834 tons hitherto owned by me, for permission to change her name to "ARMANESTAN" and to have her registered in the new name at the port of Hongkong as owned by me.

Any objection to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days of the appearance of this advertisement.

Dated at Hongkong, this Seventeenth day of May, 1933. H. M. H. NEMAZEE. [1034]

NOTICE.

I, H. M. H. NEMAZEE, of Prince's Buildings, 1, Des Vaux Road, Hongkong, hereby give notice that in accordance with the conditions of purchase and in conformity with the provisions of the Merchant Shipping Act 1894, in respect of the ship "JOHN ANDERSON" of Hongkong official number 95284 of gross tonnage 3,271 tons register tonnage 2,061 tons hitherto owned by me, for permission to change her name to "DASHTESTAN" and to have her registered in the new name at the port of Hongkong as owned by me.

Any objection to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days of the appearance of this advertisement.

Dated at Hongkong, this Seventeenth day of May, 1933. H. M. H. NEMAZEE. [1025]

NOTICE.

I, THOMAS HENRY GORDON BRAY, FIELD, of Victoria in the Colony of Hongkong HEREBY GIVE NOTICE that in consequence of the name being unavailable it is my intention to apply to the Board of Trade under Section 47 of the Merchant Shipping Act 1894 in respect of my ship "Quinnelaw" of Manila Official No. Foreign of gross tonnage 1,831 Tons of registered tonnage 927 tons or thereabouts heretofore owned by the United States Shipping Board, for permission to change her name to "Pong Tong" to be registered in the said new name at the port of Hongkong as owned by me.

Any objection to the proposed change of name must be sent to the Harbour Master, Hongkong, within seven days from the appearance of this notice.

Dated the 25th day of May, 1933. (Sd.) T. H. G. BRAYFIELD. [1042]

THE CHINESE ENGINEERING AND MINING CO., LTD.

NOTICE TO HOLDERS OF SHARE WARRANTS TO BEARER

ISSUE OF NEW TALONS WITH COUPONS Nos. 21 to 40 ATTACHED.

NOTICE IS HEREBY GIVEN that the TALONS at the foot of the Share Warrants to Bearer must now be detached and surrendered to the Tientsin Office of the KAILAN MINING ADMINISTRATION.

Applications must be made in person or through a Banker or other duly authorised Agent, and listed on the proper form.

Applications through the post cannot be dealt with.

Talons with Coupons Nos. 21 to 40 attached will be ready for issue in about 4 months.

(Sd.) P. C. YOUNG, Acting General Manager, KAILAN MINING ADMINISTRATION. [1026]

DAIRY FARM NEWS.

CHEESE.

| | | |
|----------------------|-----|----------------|
| Gruyere | ... | \$1.10 per lb. |
| American Cheddar | ... | 80 |
| Australian | ... | 85 |
| Edam (Full Cream) | ... | 3.25 |
| Colommier (Own make) | ... | 40 |
| Picnic | ... | 40 |

MADE DAILY AND READY FOR THE TABLE.

| | | |
|--------------|-----|----------------|
| Pressed Beef | ... | \$.50 per lb. |
| Brawn | ... | 60 |
| Pork Pies | ... | 25 & 50 each. |
| Cooked Ham | ... | \$1.40 per lb. |

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

INTIMATIONS

LAU CHU PAK (DECEASED).

ALL Claims against the estate of the above deceased must be sent to the undersigned forthwith.

F. E. NASH, Solicitor.

10, Queen's Road Central. Dated the 18th day of May, 1933. [1034]

TENDERS.

TENDERS will be received for the hire of materials and workmanship for the installation of 8,000 Electric Lamps of various candle-power, for illumination purposes, 1,000 decoration flags and 10,000 Japanese Lanterns.

Tenders should be addressed to Mr. F. N. DA SILVA, Macao, not later than the 25th inst., after which date they will not be considered.

F. N. DA SILVA, MACAO. Macao, 19th May, 1933. [1038]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF JAMES TOTTEN SHAW late of Victoria in the Colony of Hongkong, Merchant, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 38 of Ordinance No. 2 of 1897, made an Order limiting the time for Creditors and others to send in their claims against the above Estate to the 30th June, 1933.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 25th day of May, 1933. JOHNSON, STOKES & MASTER, Solicitors for the Executors, Prince's Building, 100, House Street, Hongkong. [1035]

NOTICE.

HARBOUR LAUNCHES.

WITH a view to assisting work in the Harbour during the negotiations between those concerned in the present dispute, it has been arranged to inaugurate a towing service to expedite the shipping and landing of cargo. Commencing from To-day a towing launch will be stationed in the vicinity of Jardine's West Point Wharf to assist lighters and junks which should assemble there.

It is also hoped to arrange for loaded cargo boats to be towed from alongside Steamers to West or East Point as required.

SIGNALS—Junks and lighters requiring towing assistance will hoist two baskets in the rigging. The towing launch detailed for the rigging will be distinguishable by a Red Ensign at the Fore. Steamers which have loaded lighters alongside which require towing assistance should hoist Red Ensign at the Fore.

CHARGES—\$2.00 will be charged for towing of boats over 60 tons, and \$1.00 for those under.

The foregoing is a provisional arrangement, subject to amendment as required. No responsibility can be accepted for loss or damage arising in connection with the above service.

FOR LAUNCH REQUIREMENTS COMMITTEE, S. T. WILLIAMSON, Union Buildings, Telephone No. 3756. [1045]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

Action No. 209 of 1930.

Between LAU TSZ TSAU, LAU TANG SHI, LAU SHE SHI, LAU YIU SHI & LAU LI SHI Plaintiffs, and

LAU SHIU CHUEN, Defendant.

By order of the Supreme Court of Hongkong, and Under the direction of the Registrar, Supreme Court.

Messrs. LAMMEET BROTHERS, have received instructions to sell by PUBLIC AUCTION on

TUESDAY, the 30th day of May, 1933, at 3 o'clock P.M.

WITHOUT RESERVE. All the right title and interest of the above-named defendant LAU SHIU CHUEN alias LAU WAI CHUN or (CHAN) of and in the following property situate in the Colony of Hongkong.

No. 27, BONHAM STRAID, VICTORIA, being Sub-section 2 of Section B of Marine Lot No. 4.

Particulars and conditions of sale can be obtained from— Messrs. DENNY and BOWLEY, No. 8A, Des Vaux Road Central, Hongkong, Solicitors for the Auctioneers, or from Messrs. LAMMEET BROTHERS, The Auctioneers, Hongkong, 19th May, 1933. [1040]

PLATE GLASS WINDOW.

"Looking through my Toric lenses is like looking through a fine plate glass window," said an American lady, in the course of her remarks while in a tram-car the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Torics are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 63, Queen's Road, Central. —Adv. [101]

INTIMATION

W. & A. GILBEY'S

"SPEY ROYAL"

SCOTCH WHISKY.

THE CHOICEST and OLDEST procurable.

Messrs. W. & A. Gilbey, Ltd., being the proprietors of Three Highland Distilleries, are in a position second to none to supply the finest possible Scotch Whisky.

"SPEY ROYAL" Scotch Whisky has been matured for many years in their own Excise Bonded Warehouse, and has been specially stored in Sherry Casks.

SOLE AGENTS—

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

Hongkong Office: 10A, Des Vaux Rd., C. London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, May 25th, 1933.

TRAVEL BY SEA.

NOTWITHSTANDING the advances of science, it seems inevitable that at more or less frequent intervals the world should be shocked by the news of the sudden sinking of a great ship with the loss of many lives. Lately, to-day, are in some respects miracles of human ingenuity; their swimming baths, gardens, gymnasiums, suites of beautifully furnished rooms, combine to produce an atmosphere of luxurious comfort usually associated with a first class hotel. In these directions the progress made during the last two decades has been wonderful, but in one important respect sea travel has stood still, if indeed it has not moved backward.

When in collision, these floating palaces often seem to sink with a rapidity out of all proportion to their magnificence. Safety has not kept pace with comfort, though in the ultimate resort the most comfortable state of affairs is to be safe.

The question of safety in sea travel may be considered from two points of view. In the first place, there is the question of avoiding collision, and minimizing the effects of any collision that may take place. Secondly, there is the question of how best to leave a ship, when she has made it plain that she is shortly going to leave you. As regards the first point, one of the greatest dangers in modern high-speed navigation is fog. Up to recent years, no satisfactory substitute had been devised which would replace the eyesight of a "navigator" curtained in by fog. Sound signals are notoriously untrustworthy. There is now every hope that wireless telegraphy used in a directional sense may considerably reduce the difficulties of navigation in thick weather. It is now possible for one

ship to take a bearing of another's wireless signal, and so by a series of observations determine if a collision is impending. Unfortunately this scheme is as yet hardly beyond the laboratories, but it will probably be adopted during the next decade. As regards minimizing the effects of collision, this can only be achieved by a further subdivision of the ships into watertight compartments. Owing to the expense of building, and the discomfort to passengers entailed by numerous watertight doors and bulkheads, there is a commercial limit to what can be done in this respect. It is, for instance, extremely unlikely that a modern warship in the "Egypt" position would have sunk, but it is quite certain that very few passengers would survive a line which built its ships to the standard of warship subdivision. To progress from one end to the other along the main deck of a battleship involves a constant succession of visits to the upper deck, in order to surmount athwartship bulkheads through which there are no doors.

Finally there is the question of removing passengers from a ship about to sink. Time and again the records of disasters at sea testify that it is during this stage that heavy loss of life is probable. There is a natural belief on the part of passengers that the ship's boats are the safest refuge. They are often death traps. The great height from which in modern ships the boats have to be lowered, coupled with the heavy list, makes the operation an extremely severe test of seamanship. If the weather is rough it becomes almost hopeless. It must be remembered that this lowering of boats at sea is further complicated by the absolute helplessness of the passengers, and the fact that a considerable proportion of the boat's crew are stewards and cooks but faintly related to the genus seaman. The system of large rafts, situated so as to float clear of the ship when she founders seems preferable to boats. It is a system which has been extensively adopted in the Royal Navy as a consequence of war-experience. Ship's boats manned only by seamen could then be lowered first and subsequently retrieve the passengers from the rafts. As an elaboration of this idea designs have been made whereby a complete superstructure of the ship can be released to float away, but we are not aware of any case in which this proposal has been given a practical trial. The exaggerated importance attached by most passengers to the act of getting away in a boat is a relic of the days when the disaster was often succeeded by a voyage of considerable duration in open boats. Wireless has largely dispensed this possibility; the survivors usually find it best to remain in the vicinity of the accident. The man or woman who trusts to rafts, a lifebelt, or a spar, is probably in many cases far more likely to survive than those who commit themselves to the horrible gamble of getting away in a boat. Fear of the "suction" is a bogey to many people; this danger is slight. There is no reason to be alarmed at the prospect of dipping a few feet provided one is securely attached to a piece of wood or cork, and that one has taken the elementary precaution of standing with nothing but the sky overhead.

To-morrow is the birthday of H.M. the Queen, who will be 55 years of age.

A ferry service is being instituted to-day between Canton and Honam Island.

The 8.35 a.m. train to Taipo and Sheung Shui on Sundays and public holidays has been cancelled until further notice.

The Canton Municipality is requiring laundries, barbers' shops and dairy farms to take out licences. This is done in the interests of public health and sanitation.

While engaged with three other coolies in removing a heavy beam at the old Post Office site yesterday a man was badly injured. One end of the beam slipped from the sling, badly crushing the man's right foot. He was taken to the Government Civil Hospital.

TYPHOON WARNING.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

"11.45 a.m., May 24th. Cyclone or typhoon W. of Northern Luzon, less than 100 miles distant, moving N.W. or N.N.W."

CORRESPONDENCE.

WHITE BRIDE FOR YELLOW KING.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS"]

SIR.—May I be permitted of your editorial courtesy to refer to that very nauseating article, obviously a reprinted one, which appeared in the *Daily Press* issue of Tuesday under the heading of "White Bride for Yellow King"?

In his efforts to produce what was intended to be a highly entertaining article the writer consciously or unconsciously, deviated from the path of truth and betrayed a sad depth of ignorance which, while it may possibly have passed undetected by the majority of your readers, has produced a nauseating effect on the French and Annamite communities of the Colony.

Doubtless, many of your readers were entertained, and it may be, highly amused by the writer's comments in the article which appear to emphasize the extraordinary thing that a white woman should consent to be the bride of a member of a yellow race, although, as in the case referred to, the bridegroom was a ruler. Is it so extraordinary as to call for special remark? Is it that mixed marriage between couples the very opposite of each other in colour, and yet nobody has considered it a sufficiently vital matter to put into cheap print? Unions are a matter of individual taste, and if a mademoiselle chooses to wed an Oriental King, *que voulez-vous, chere amie!* Colour is, after all, only skin deep. A face, however well-modelled or classically inclined its features may be, serves merely to mask the grinning skull that is revealed in all its true and natural beauty at death. If only the potential majority of us would recognize this philosophy and apply its aesthetic aspect to racial or colour controversies, much of the antagonism which nowadays divides the world into two camps, would be avoided to the betterment of mankind. But, unhappily, this is not to be, and I have to join issue with the author of that bit in the *Encyclopaedia Britannica*, which the writer in your reprinted article so glibly quoted:—"The Annamites are the worst built and ugliest of all Indo-Chinese (referring to the different peoples that occupy the peninsula between India and China) who belong to the Mongolian race... insensate and incapable of any deep emotion. Well, well, the official calm of the Orient is ours. I will not dispute the latter description; but the former is another matter. Neither by assiduously looking into my bedroom mirror nor by recalling the numberless faces I have seen in the possession of my compatriots could I find any justification for this somewhat sweeping remark. On the other hand, says I to myself, I have seen much worse types elsewhere outside the boundaries of long-suffering Annam and can testify to the fact that they are positively hideous, not to mention, frightfully villainous. They would not, to my way of thinking, win a prize in a third-rate beauty show. I wonder if the writer of those beauty notes thought of his own face when he pasted these notes in the *Encyclopaedia Britannica*. He might not have to travel as far as Indo-China to obtain his 'copy' if it had.

Apart from the question of personal beauty, there are some inaccuracies in the article which call for correction. I am in a position to say that the visit of Khao Dih to France was not a love-quest, but was necessitated by the opening of the Industrial Expedition at Marseilles at which Indo-China is largely represented. Moreover, His Majesty is happy in Alliance with one consort, the reigning Queen, and will shortly place his heir in a French University to receive a Western Education. The reported ferment amongst the courtiers and their apprehension of having foisted on them the batch of His Majesty's beauties of the Harem is sheer imagination, applied by the imaginative journalist to give "tone" to his highly-coloured and, certainly, entertaining article. It is not every Eastern potentate who is blessed, or cursed (whichever way you may take it) with a harem, and certainly not an Annamite ruler who has his duty to the Protectorate to discharge.

In conclusion, should such an impression have been created, since the appearance of the article, may I be allowed to dispel the idea that we, as a nation, are savages? Under a wise Government, subdivided into various municipalities, that of Public Instruction included, the inhabitants of French Indo-China have reached an advanced stage of progress, and may in the not distant future, show several points which may impress even the self-satisfied Westerner.

Thanking you in anticipation for using so much of your space—I am, yours faithfully,

"UN TONKINOIS."

Hongkong, May 24th, 1933.

THE BANK OF CHINA.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS"]

SIR.—In your issue of to-day appears a report by "Renter" from Peking under date of May 23rd that the year's operations of the Bank of China had resulted in a net loss of \$140,000.

I wish to correct this report with the information that according to the printed annual report submitted to the shareholders at the meeting of the Bank held on the 22nd instant in Peking, the net profits for the year stand at \$549,201.67.

Yours faithfully,

TSUVEE PEI, Manager.

Bank of China, Hongkong, Hongkong, May 24th, 1933.

CABLES.

EARLIER CABLES.
(THROUGH ROUTE'S AGENCY.)

MR. BOTTOMLEY SHEDS TEARS.

TRIAL ADJOURNED.

LONDON, May 23rd.

Mr. Horatio Bottomley, M.P., opened his defence with a speech lasting an hour and a half. He said the only question was whether he intended to steal money from "poor devils like ex-soldiers" who had subscribed to the Bend Clubs. If he were convicted on such an indictment the jury would be bound to add a rider that he was insane. Heaven grant that he would be liberated in a few days to resume his work. He would see that nobody lost money, whatever the depreciation of the stock. He would prove that he had been paying out much larger sums than he had received. Therefore he was not guilty of fraud. If the subscribers had not "blamoured" for their money the stock would be held today and realised at a substantial profit.

Mr. Bottomley burst into tears on resuming his seat.

IRISH AGREEMENT CONFIRMED BY ARD FHEIS.
ITS RELATION TO TREATY MUST BE FACED.

LONDON, May 23rd.

Ard Fheis, of the Sinn Féin convention, attended by two thousand delegates, was held at Dublin.

On the motion of Mr. de Valera, seconded by Mr. Michael Collins, the convention approved the agreement of the 20th inst.

Mr. de Valera, presiding, said that the agreement was a peace triumph for the nation, whose credit abroad had been seriously impaired during the past three months. The restoration of order and unity was essential to enable them to concentrate on the question in the North-East corner. (Cheers.)

Mr. Collins, referring to the statement that the agreement imperilled the Treaty, said that, if that was so, the situation must be faced, whether the peril came from outside or any other quarters. It was inconceivable that stable conditions in Ireland would injure anybody. The North-East of Ireland was making a just and moderate stand for ascendancy, but the voice of a united South of Ireland cannot be ignored.

The conference was adjourned till October.

ULSTER ARRESTS AND PROCLAMATIONS.

The arrests in Ulster were carried out by special constables, chiefly in the county districts, and were not confined to members of the I.R.A., but included, according to a Belfast telegram, every available Sinn Féin.

Three hundred were seized on the Tyrone border, sixty in Fermanagh (including members of the Nationalist Public Board), and fifty in Belfast, whence it was reported, many Sinn Féiners had previously fled. The arrested were taken to a secret internment camp. Fourteen I.R.A. officers were arrested in Londonderry, where the authorities announced that large concentrations of I.R.A. irregulars in East Donegal were recently preparing to invade the city.

The North of Ireland Government to-day proclaimed the I.R.A. the Irish Republican Brotherhood, the Irish Volunteers, and the Cumann Naomhan (Boy Scouts and Girl Guides) illegal and their members liable to arrest and prosecution.

A Cabinet meeting is being held in London to-day under the presidency of Mr. Lloyd George to consider the situation.

BIG SCORES IN COUNTY CRICKET.

NINE CENTURIES.

LONDON, May 23rd.

At the Oval, Essex won on the first innings against Surrey. For Essex, Russell scored 115 and 118, while in Surrey's second innings London took seven wickets for 84. In Surrey's second innings, Ducat scored 108 not out.

At Leicester, Kent won on the first innings. In Kent's first innings Hardinge scored 249 not out. In Leicester's second innings, King scored 203.

At Birmingham, Warwick beat Gloucester by 67. For the winners, Howell took six wickets for 48 and six for 34; while for Gloucester, Dennett took eight for 53.

At Worcester, Lancashire beat the home team by an innings and 75 runs. For the winners, Makepeace scored 152 and Hallows 179 not out. In Worcester's second innings, Parkin captured seven wickets for 53. Higgins scored 137 not out in Worcester's first innings.

At Leeds, Yorks beat Northants by an innings and 185 runs. For the winners, Roy Kilner scored 124, while in Northants' first innings, Waddington took eight wickets for 34.

At Workop, Notts beat Derby by an innings and 130 runs.

At Swansea, Hants beat Glamorgan by 178 runs. For the winners, Beyer took four wickets for 19 and six for 33, while Newman captured four for 3 and four for 30. In Hants' first innings, Creber took seven wickets for 47.

THE SINKING OF THE "EGYPT."

COWARDLY BEHAVIOUR OF LASCARS ALLEGED.

LONDON, May 23rd.

The French newspapers are publishing stories of panic aboard the s.s. *Egypt*. Admiral Scherer, Maritime Prefect of Brest, interviewed by the *Petit Journal*, said when the collision occurred terrible scenes were witnessed. Knives were drawn and revolvers fired.

A survivor, in an interview, said there was a desperate panic. Terrified women and children rushed in all directions. He alleged that a Lascar shot dead a passenger who tried to get his wife into a boat which was besieged by Lascars and that a number of Lascars jumped into a boat in which were women and children. The boat overturned and the occupants were thrown into the sea.

The *Petit Journal's* correspondent declares that all passengers agree that almost everybody could have been saved had the Lascars behaved differently.

THE BRITISH ENGINEERING DISPUTE.

POOLED BALLOT AGREED UPON.

LONDON, May 23rd.

After the forty-seven Engineering Unions had debated the employers' revised proposals for five hours it was decided to take a pooled ballot among Union members, "unaccompanied by any definite recommendation. The ballot papers are returnable on June 2nd. The A.E.U. is not concerned in this arrangement.

BRITISH RETAIL TEA SALES.

PROTECTING THE CUSTOMER.

LONDON, May 23rd.

The Tea Bill mentioned in yesterday's cable provides that except for sales of under two ounces, tea shall not be sold except by net weight under a penalty of £20 for the first offence, £50 for the second, and £100 for third or subsequent offence.

AUSTRALIA FOR SETTLERS.

THE SERVANT PROBLEM.

The personal experiences of a writer, told very briefly, as a householder for four years in Western Australia, may be of some interest to those who are thinking of that country as a likely place to settle in. To come straight to the point, it is no use expecting to find life happy and bright in Australia unless you know something about running a house personally, and are ready and capable to do it without outside help, for servants in Australia are "like to-day and gone to-morrow," according to the whim of the moment. More often than not they are entirely missing.

And when you get them, you must pay for them at a much higher rate than at home. You may get a "help" for fifteen shillings weekly, paid with regularity every Saturday; but in addition to that amount you will pay anything from eight to twelve shillings to a "washerwoman." Prices depend upon local conditions. If you get a servant who will take all duties, including the weekly washing, she will want from 25s. to 30s. weekly. Besides wages, you must give all food and a room.

The woman who has never had to tackle the management and the spade-work of a house finds life in Australia, if unaided, nothing short of hateful. This passes off a time, however, and if she has a cheerful temperament, she soon finds that things might have been worse, as, for instance, she might not have had a husband or son at hand to chop the wood, but like the writer, have had to smile upon the morning milkman and get him to "just cut this awful log through, please. I've been trying to break a bit off for the last half hour."

RENTS.

Rents are not cheap, and people of moderate means would not be able to find a house that would accommodate more than one servant with comfort. In Perth, the capital of Western Australia, you will find a weekly for a house consisting of four rooms, a bath-room and scullery, all on one floor, with a verandah at the back and at the front. Verandahs in Australia are much used as extra rooms.

RENTS.

Two French scientists claim that they are able to distinguish between Japanese cultivated pearls and natural pearls, by introducing a minute mirror into the interior, through a hole in the pearl and photographing the interior, showing a sharp division between the nucleus and the deposited layers in the cultivated pearl, which is absent in the natural pearl.

(Continued at foot of next column.)

FAR EASTERN CABLE NEWS.

(THROUGH ROUTE'S AGENCY.)

CHINA'S CIVIL WAR.

FOREIGNERS IN DANGER.

PEKING, May 23rd.

Telegrams received to-day from Chinwangtao and Peitaiho report much excitement among foreigners and Chinese owing to the attitude of the Fengtien forces.

Practically all the well-to-do Chinwangtao Chinese are encamped on the beach or have departed aboard merchant vessels.

British residents have asked the British consul to send guards to Chinwangtao, the waterworks and Peitaiho.

The Fengtien forces yesterday disarmed the Chinwangtao police and five hundred Fengtien troops occupied Chinwangtao railway-station. Peitaiho residents report that the Fengtien troops have occupied the surrounding villages and notified their intention to occupy the beach.

The latest message says the Fengtien troops are approaching the foreign settlement.

CHINESE AFFAIRS.

LONDON NEWSPAPER COMMENT.

LONDON, May 23rd.

In connection with events in China, the London newspapers stress the importance of the publication of Tang Kung's report on public financial transactions.

The *Daily Telegraph* asks, can men like Wu and Tung (General) Wu Pei Fu and Tang Kung) find sufficient force in public opinion to effect a redemption from within, or must this great Empire drift further towards chaos. The Western powers must compose their own jealousies and make a serious concerted effort to restore her to political sanity and thus retrieve her finances before it is too late.

WEIHAWEI.

DISCUSSION IN THE HOUSE OF COMMONS.

LONDON, May 23rd.

During a debate in the House of Commons on the expenditure on naval works an item of £500 in respect to Weihaiwei was queried in view of the pending restitution of Weihaiwei to China.

Com. B. M. Eyre-Mosell said we were at present awaiting a conference with China on the whole question of Weihaiwei and in the meantime the Chinese Government had permitted us to use the place for a health resort, purely. This was of the greatest advantage, and the money mentioned was to be spent in this connection.

THE TYPHOON AT MANILA.

NO WORD YET OF THE GOVERNOR-GENERAL.

MANILA, May 24th.

No word has yet been received from Governor-General Wood, whose yacht is now two days overdue. Manila wireless has been unable to locate the Governor-General. Officials state that they are not alarmed, however.

No loss of life by the typhoon was reported yesterday. Telegraphic communication with the provinces is still interrupted.

GOVERNOR-GENERAL WOOD REPORTED SAFE.

MANILA, May 24th.

Governor-General Wood and his party are reported safe off the Mindoro coast.

THE VATICAN'S ENVOY IN JAPAN.

NOMINATED AS DIPLOMATIC REPRESENTATIVE.

TOKYO, May 24th.

Cardinal Giardini, who is at present here as special Envoy from the Vatican, will be nominated as the Vatican's first diplomatic representative to Japan with the rank of Minister Plenipotentiary.

FIRE AT POOTUNG.

JAPANESE GODOWNS DESTROYED.

SHANGHAI, May 24th.

Two godowns belonging to the Nishinkisen Kaisha at Pootung were destroyed by fire this morning. The damage is estimated at \$500,000. The origin of the fire is unknown.

THE CULTIVATED PEARL.

CAN BE DISTINGUISHED FROM NATURAL PEARL.

LONDON, May 24th.

Two French scientists claim that they are able to distinguish between Japanese cultivated pearls and natural pearls, by introducing a minute mirror into the interior, through a hole in the pearl and photographing the interior, showing a sharp division between the nucleus and the deposited layers in the cultivated pearl, which is absent in the natural pearl.

(Continued at foot of next column.)

"KIDNAPPED."

A YOUTHFUL ROMANCIER.

A little Chinese boy, to cover himself from the consequences of truancy, told a story on Tuesday which gave his parents a rare fright, and the police a lot of unnecessary trouble.

He left his home in West Point at 9 o'clock in the morning to go to school and was not seen again all day. His anxious parents reported his disappearance to the police when he had not returned at 9 p.m. Descriptions were circulated and inquiries made, but no trace of the missing boy could be found. He got home, however, at about midnight, and gave an exciting account of having been kidnapped.

He was returning home about 4 p.m., from school, he said, when he met a man who invited him to drink tea. As the man was well dressed and kind, he accepted the invitation. The tea must have been drugged for presently he felt faint and did not know anything more. When he recovered, he found himself in an unused matchbox on the hillside above the slaughter house in Kennedy Town. He was unguarded but the matchbox door was locked on the outside. He broke a hole in the matting on the side of the matchbox, slipped out, and found his way home with little difficulty.

The parents took the boy to the police, and he repeated his story to them. Detectives were again sent out, this time to keep watch near the matchbox and catch the kidnapper when he came for his victim. The detectives returned about half an hour later and reported that they could not find any matchbox in the locality the boy had indicated. The boy and his parents were sent for. The lad was severely questioned and finally he admitted, with tears, that the whole story was an invention. He had gone with a number of other boys to see a show at the Kowloon Theatre. Afraid to go home and face his parents, he invented the story to avoid a whipping.

The parents were so annoyed with their young hopeful for the trouble he had caused them and incensed at the foolish predicament in which he had placed them that they volunteered to administer corporal punishment there and then, and the police, who had been running about half the night for nothing, had at least the satisfaction of seeing justice done.

TROUBLESOME SHIP'S STEWARD.

ASSAULT ON THE CHIEF OFFICER.

From the Magistracy, on Tuesday, a case was remitted to the Marine Court in which the chief steward of the Bank s.s. *Quercia*, a mag named Sayed Jacob Ali—was charged with refusing to obey orders and assaulting the chief officer, Mr. Arthur. The defendant cross-summoned the chief officer for assault.

Evidence was given by Capt. Mollwaize and Mr. Arthur, that trouble arose on board the ship whilst she was lying off Stonecutters on Saturday. The steward complained to the Captain that the chief officer had promised him five rupees for doing certain work, but had not given it. The chief officer denied having offered the steward the money, whereupon the steward called him a liar and struck him on the ear, drawing blood. The chief officer retaliated and summonses were taken out. The defendant's story was that Mr. Arthur came to his cabin, caught him by the neck and abused him. This was denied.

The Marine Magistrate sentenced the steward to six weeks' imprisonment with hard labour. The cross-summons was dismissed on the ground that the provocation justified the assault.

LOQUACIOUS SPEAKERS.

The House of Commons, recently, spent a couple of lively hours discussing whether there was any occasion to curtail the length of speeches. A suggestion was seriously put forward that time recorders showing the length of speeches should be set up in the hope that their moral influence would be sufficient to curtail unnecessary loquacity. The House, however, would not entertain the idea for a minute and deciding that speeches were on the whole not too long rejected the suggestion on a free vote by 199 against 21.

VICKERS AND MARCONI BONDS.

INFORMATION ASKED FOR.

LONDON, May 23rd.

Col. J. C. Wedgwood again pressed for information regarding the Vickers and Marconi bonds mentioned in a cable message dated May 19th, and asked whether representations had yet been made to the new Chinese Government. Mr. Harmsworth replied that he had not yet received any information of the constitution of the new Chinese Government.

BORNEO CO. DIRECTOR'S FORTUNE.

LONDON, May 23rd.

The late Mr. Peter Thomson, former Managing Director of the Borneo Company, left £21,330.

PRINCE AT PENANG.

SINGAPORE, May 23rd.

The Prince of Wales landed at Penang to-day. He received an enthusiastic reception. His Royal Highness sails for Colombo to-night.

THE CHINESE THEATRE.

DRAMA DATING BACK TO 500 B.C.

The following interesting article, by Marion Cran appeared in a recent issue of the *London Daily Telegraph*—

Since we are promised a revival of the *Yellow Jacket*, that fantasy, done in the manner, it may not be amiss to consider its pretensions to be called a Chinese play. Frankly the authors have never claimed any such title for their creation; but others have done it for them and misled the public in the dusk of a half-truth which does justice to neither the play nor its alleged source.

In common with many other civilisations, including the majesty of Greece, the Chinese drama appears to have had its origin in the sacrifices, masques, and dances of religion; in the time of Confucius as far back as 500 B.C. Dr. Lionel Giles, the authority on Oriental history, tells us of fantastically-garbed acrobats for the exorcism of evil spirits performed from house to house and of solemn dances staged in ancestral temple with symbolical properties of battle axes and wands.

The beginnings of dramatic art would seem to glimmer here; but it was not until the first half of the eighth century A.D. that any record can be traced of a theatrical effort in the least resembling the thing as we understand it to-day. An Emperor of the Tang dynasty with a passion for music and dancing established at that time a school of acting known as the *Pear Tree Garden*. The pleasant phrase is still used among actors in China, where they are known as "apprentices of the *Pear Tree Garden*," but that is the sole legacy of this period of primitive opera; and it was not until 500 years later, under the Mongol influence, that the drama China broke into creative fever and its true history began.

The middle of the thirteenth century established both the classics and the technique of the Chinese theatre. The plays which have been preserved to us from the Sung dynasty revealed the living nerve of genius; they have both vigour and lyrical beauty, and are firmly based upon the common human foundation of a large confidence in life. The timeless themes of fidelity and self-sacrifice reach us in terms of great literary value, and establish the high position of the race in the dramatic literature of the peoples of the world.

THE YELLOW JACKET.

The *Yellow Jacket* is not an adaptation of any Chinese play, and, as far as plot is concerned, is more nearly allied to our own early seventeenth century. But in the technique of its presentation the Chinese influence is very clear. The authors, Hazleton and Benrimo, have seized upon the very soul of its difference from our Western method. Viewed in perspective, their play stands revealed as a satire upon the crowded realism of our modern stage, where the delicate appetite of imagination is nauseated by a cynical overloading of effects.

Let us review for a moment the set artificial standard to which the British public has long been accustomed, and toward which, strangely enough, the spirit of dissatisfaction is only lately beginning to turn. While we are busy creating new standards of religion and economic conduct that are more just and more free than the old, we have permitted our stage to remain cramped and ugly in trappings, which have truly become less vulgarities than ceremonies. And yet the stage is both school and church to thoughtful and thoughtless alike, who go to see it—as powerful in precept and fertile in suggestion as either of those two other media of instruction.

While sincerity, poetry, and thought have gone out of our theatre, it has—true to the story of every lost soul—accumulated symbols: Formulae, stock tricks, backcloths, wings, sky-borders, out-cloths, traps, springs, an unimaginable clutter of properties, the useless and tiresome sloping stage, mechanically marshalled "beauty choruses," full of meaningless movements, painted scenery, flat surfaces struck with light, an unending cycle of type-figures, stock situations—all these it has; as far removed from the poetry of life and living beings as gas from sunlight.

Forgetful that each superfluous object on the stage tends to draw the eye away from the action, and that lavishly flapping scenery takes from beauty far more than it ever gives, producers in Great Britain have blundered along in the grime of their age-old ways, striving to effect with creaking machinery, and afraid to trust that element which is theirs, free as heaven itself, in every audience under the sun—the element which can provide for itself every possible effect—the potential poet in each man's heart.

Closely associated for seventeen years with David Belasco (who with Sir Herbert Tree was the great apostle of realism on the stage), Benrimo at last revolted from the school of materialists, and broke away from their whole tradition. He left a stage crammed with detail, and turned to the antiseptics of the Chinese manner to purge the encumbered senses of a public fed, too long upon heavy diet of realism. In collaboration with George Hazleton he wrote *The Yellow Jacket*, a scathing comment to lay upon the tablets of his time.

No one conversant with Chinese dramatic literature will call this a Chinese play; it has not the lyrical quality of *The Story of the Western Pavilion*, or the thrilling dramatic note of *The Orphan of the House of Chao*, to cite a couple of examples; but it has done a far greater service to our Western stage than the more mechanical one of translation and adaptation of a play. With purity and with tenderness it has caught the spirit of an unspoiled art and thrown a clear ray upon essential beauty in the theatre.

(Continued at foot of next column.)

"UNITED STATES OF AFRICA."

DARK CONTINENT'S FUTURE.

At the invitation of the Central Asian Society, Mr. Robert Williams, described by Sir Reginald Wingate as the able lieutenant of Cecil Rhodes in the Cape-Cairo railway project, read a paper on the prospects of that scheme and the future of the African Continent at Royal Society's lecture-room, Burlington House, Piccadilly, on April 5th. Lord Carnock presided.

Mr. Williams said that when Cecil Rhodes died in 1902 he promised to carry the Cape-Cairo railway forward. At that time it had advanced only as far as Bulawayo, 1,362 miles from Cape Town and 3,600 miles from Cairo, and now only one or two small links and one big one remained to complete the line. The small links were along the Congo River, where steamers filled the gaps, and the big one was between Stanleyville and El Obeid, and this, when finished, would run over part of the Darfur plateau and along the Nile Congo divide. The next ten or twelve years would probably see the completion of this great trunk railway. The trunk line west to east of the Continent, from Lobito Bay to Beira, was expected to be finished in four years. He ventured to say that the completion of those two great lines would be followed by political and economic effects of a very far-reaching character, not only for Africa, but also for Asia, Europe, and the whole world. Livingstone had said that African civilisation would come through commerce and industry, and such was proving to be the case. Great progress in that direction had been already made. The African was rapidly becoming civilised, the more educated already aspired to self-government, and our duty was to guide and not to hurry him along the road to self-development. The world had need of Africa, and Africa had need of the world, and the great iron highways they were building were the arteries through which would pulse the new life to which the Continent was rapidly awakening. It was conceivable that by the end of the present century we may have a United States of Africa under one flag, or, possibly, groups of States under different flags, united in general commercial policy and protected by a Monroe doctrine.

Appreciative references were made to Mr. Williams's paper by Sir Reginald Wingate, Sir Frederick Lugard, Sir Edgar Bonham-Carter, and Sir Lee-Stack, Governor of the Soudan.

THE BURMAH RICE MARKET.

A Rangoon report, dated April 25th says:—There was a sudden rise in prices in the Rice Market to-day owing to the strong Chinese demand, and the fact that there are no stocks of rice. Big millers this morning sold 500 tons Specials at Rs. 500, for May and were unable to do more. Outside Specials for May were quoted at Rs. 500 to Rs. 507-8-0 with the same price for three months. Small Mills rose from Rs. 540 to Rs. 550, and 100 tons were sold at the latter price with delivery after 15th May. The price in Bombay is said to have gone up four annas, and the demand both from there and in Calcutta is good. Meantime, owing to the small quantities of paddy available there is little or no rice. Paddy has, as a consequence, risen to Rs. 205.

NO STAGE-TRAPPINGS.

In the Chinese theatre there is a complete absence of scenic accessories; there is no scenery, there is no curtain. There are two doors at the back, serving, one for entrance, the other for exit. As each character enters he tells you himself, after the manner of Bottom the Weaver, who he is and what part he has to play in the coming drama. The musicians of the orchestra sit on the stage itself, and properly carry in chairs and boxes, tables or screens, to represent mountains and houses, forests or the city wall. An actor will gravely bestride a stick and prance about the stage as if on horse back; as gravely watched by his audience who apprehend his effort and apply its meaning to the right place in the "patch-work" of the story. If dead, the actor will alter his face and get up and carry himself off, making movements as though he were now a bearer. A change of scene is indicated by pantomime gestures, or by all the actors walking rapidly in single file round the stage. This austere simplicity of setting, with its complete absence of accessories, relies in child-like serenity on the imagination of an audience; and that is precisely where the Chinese drama has found the secret of everlasting youth. There is no flattery more winning. Few can turn unmoved from that naive appeal.

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(Continued at foot of next column.)

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"SECRET WAR HISTORY." TSAR AND MOBILISATION.

A contribution to the history of the war of undoubted, if not quite unexceptionable, value is made in a volume of reminiscences shortly to be published by Countess Kleinmichel, one of the leaders of society and owner of the principal salon in old Imperial Russia. She reports the following narration by Count Fredericksz, for many years Minister of the Tsar's Household, of the events immediately preceding the outbreak of hostilities:—

At first Nicholas II. was very anxious for peace, but allowed himself to be gradually carried away by General Sukhomlinoff and General Yushkevitch, who blinded him with the lure of military glory in what would undoubtedly be a victor's war. The Grand Duke Nicholas also worked feverishly in the same direction, and M. Sazonoff gave the final push by assuring the Emperor in my presence that with Germany was the only means for him to save his life and the throne for his son. When Count Pourtales (the German Ambassador) came to me and, with tears in his eyes, implored me to make one more attempt to induce the Emperor to reverse the mobilisation order I went first to the Empress and explained to her the gravity of a hopeless situation. "You are right," she said. "We must prevent this terrible misfortune at any price. But there is a mistake somewhere. The mobilisation is not directed against Germany, but against Austria. More than once the Emperor has told me that; he has repeated it to me to-day, and Wilhelm must be wrongly informed or pretending to be so."

We went together to the Emperor. M. Sazonoff was already with him. I spoke with all the conviction and warmth with which my deep sympathy with the Emperor inspired me. I entreated him not to take on himself this great responsibility to history and humanity. The Empress supported me. First she spoke French, then English. She thought I did not understand the latter language, but I understood the following passage: "Nicky, you call him sometimes old fool, but he is not an old fool. He is devoted to you more than anybody else. Give the orders about demobilisation, Nicky, do." This passage is given in English in the memoirs. The Emperor appeared to yield. M. Sazonoff turned to me and said, "I have the courage to take upon myself the responsibility for this war, which is inevitable, and will make Russia stronger and mightier than she has ever been. And you, the Minister of the Imperial Household, who should watch over the interests of the Emperor, wish that he should sign his own death sentence, for Russia would never forgive him the humiliation to which you are persuading him." So far the Emperor had hesitated, but now seemed to have come to a decision, and, without continuing the conversation with M. Sazonoff or me, ordered that M. Sukhomlinoff and the Grand Duke Nicholas should come to him at once. Next day brought us war.

Count Fredericksz told the countess that he did his utmost to dissuade the Tsar from assuming the chief command, but the account goes on to say:—

Two hours later I was called to the Empress. She seemed very angry with me. "The Emperor has told me of your conversation," she said. "Why was it necessary to excite the Emperor at a moment when he so much needs all his energy and concentration of strength?" "I told him," I replied, "what my conscience and devotion compelled me to tell him. I consider his decision fatal, for he no longer remains the monarch, the appointed of the Lord, but will be the commander-in-chief whom every one believes he has the right to criticise."

"Perhaps you would have preferred," replied the Empress, "that the Grand Duke Nicholas should have been torn from his power away from him piece by piece, fragment by fragment, under pretext of the demands of headquarters, to which everything must be subordinated. The Grand Duke demands that the ministers should go to Barnovitchi to work with him there. He is tearing the power away from the Emperor in all departments of administration, and the ministers, who know very well that power is on his side, sometimes answer the Emperor when he gives them his orders that they must first seek the advice of the Grand Duke Nicholas. This position is intolerable. In reality the Emperor has been deposed, and I see the moment coming when the Grand Duke will take his place."

"But I have never dissuaded the Emperor from dismissing the Grand Duke. He can find another General, Alexieff, Ruzski, or Brusiloff." "You know," said the Empress, "that with the character of the Emperor that is impossible. Unfortunately, he has always been too much afraid of his uncle. He would not be able to hold his own against the opposition of the Grand Duke. The only solution for him is to assume the chief command himself. Believe me, I have considered all that very carefully and spent more than one sleepless night in so doing, and I do not part from the Emperor with a light heart. Even if we encounter great opposition in society and at headquarters itself, that is to say among the creatures of the Grand Duke, I know that we shall have the people and the soldiers on our side."

In this, unhappily, the Tsaritsa was mistaken. The confidence precisely of the people in the wider sense and the common soldiers to the Grand Duke was one of the strongest assets with which Russia entered the war, and the effects of his removal from the chief command were worse than those of a big battle lost. Moreover, the account given above does nothing to shake the idea that the Grand Duke was removed mainly at the instigation of Rasputin, whom he had threatened to hang if he dared show himself at headquarters.

(Continued at foot of next column.)

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Countess Kleinmichel was regarded in Russia during the war as one of the firmest pillars of the Germanophile party, and the popular idea about her repeatedly found expression in rumours that she had been hanged as a spy. The secondary motive of her memoirs seems to be to cement the alliance which has been formed in Berlin between the extreme wings of the Russian and German monarchists.

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| HAIPHONG via HOIHOW | "TAKSANG" | Saturday | 27th May | 10 a.m. |
| MANILA | "LOONGSANG" | Saturday | 27th May | 3 p.m. |
| TSINGTAU via SWATOW | "HANGSANG" | Sunday | 28th May | Daylight |
| BANGKOK via SWATOW | "CHAKSANG" | Tuesday | 30th May | Noon |
| SANDAKAN | "HINSANG" | Wednesday | 31st May | Noon |
| SHANGHAI via SWATOW | "FAUSANG" | Wednesday | 31st May | Noon |
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HOMEWARDS.

| Vessel | Leave Hongkong | Discharge |
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| S.S. "CARNAVONSHIRE" | 9th June, GENOA, LONDON, HULL, ROTTERDAM & HAMBURG. | ... |
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ARRIVALS.

May 23rd.
Providence, Norwegian str., 1,770 tons, Capt. A. Fraser, from Saigon, with rice.—W. Pat Shing.

May 24th.
Apoy, British str., 1,770 tons, Capt. A. Fraser, from Saigon, with rice.—W. Pat Shing.

Formosa, Swedish str., 4,336 tons, Capt. C. A. Paulsen, from Singapore, with a general cargo.—Swedish Trading & Co.

Glendalough, British str., 1,424 tons, Capt. J. M. O'Farrell, from Singapore, with a general cargo.—Seng Soon Hong.

Hutchings, British str., 1,967 tons, Capt. J. N. Thomson, from Swatow, with a general cargo.—D.L. & Co.

Halsdan, Norwegian str., 781 tons, Capt. J. Helgesen, from Saigon, with rice.—Kwang Nuan Seng.

Huayung, British str., 1,350 tons, Capt. G. S. Holmwood, from Shanghai, with a general cargo.—J.M. & Co.

Hokkaido, Chinese str., 550 tons, Capt. Leung Loo, from K. C. Wan, with a general cargo.—W. Hing & Co.

Hsin, Chinese str., 1,238 tons, Capt. A. R. C. Newburgh, from Shanghai, with a general cargo.—C.M.S.N. Co.

Hydranga, British str., 501 tons, Capt. W. J. Collier, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.

Kaiya Maru, Japanese str., 2,015 tons, Capt. T. Motoshige, from Keelung, with coal and general cargo.—O.S.K.

Kamohi Maru, British str., 1,579 tons, Capt. Cole, from Bangkok, with a general cargo.—H. & S.

Ralph Miller, British str., 1,027 tons, Capt. R. A. Young, from Swatow, with a general cargo.—Chau Yue Tung.

Sura Maru, Japanese str., 6,837 tons, Capt. K. Isumo, from Shanghai, with a general cargo.—N.Y.K.

Taga Maru, Japanese str., 1,477 tons, Capt. Nukamura, from Keelung, with coal.—M.S.K.

CLEARANCES.

May 24th.

Cheriton Maru, for Batavia.
Providence, for Canton.
Siyo Maru, for Manila.
Sura Maru, for Singapore.

PASSENGERS.

ARRIVALS.

Per s.s. *Hutchings*, on May 24th:—Mr. T. A. Mitchell and Mr. Dierschmidt.

SHIPPING MOVEMENTS.

The s.s. *Burglar* (Blue Funnel) for London, Amsterdam and Antwerp, was to leave Yokohama yesterday (May 24th) via Kobe, Shanghai and this port.

The B.L. s.s. *Burglar* left Singapore on May 23rd, p.m., and is due to arrive at Hongkong on or about May 26th, a.m.

The N.Y.K. s.s. *Hokkaido Maru* (Calcutta line) left Kobe for Hongkong via Moji on May 23rd, and is expected here on May 26th.

VESSELS EXPECTED.

Bendoran (Ben Line), due May 25th.
Empress of Canada, due June 1st.
Empress of Russia, due June 5th.
Grande Guard (Kerr Steamship & Co.), due May 28th.

Hosier State (P.M.), due June 12th.
Kamakura Maru (N.Y.K.), due May 29th.
Kobe Maru (N.Y.K.), due June 3rd.
Nagano Maru (N.Y.K.), due May 31st.

Nedus (Blue Funnel), due July 11th.
President Hayes (Pacific Mail), due May 31st.

Rajah (B.L.), due May 31st.
Rheinland (H.A.L.), due June 5th.
Sado Maru (N.Y.K.), due June 1st.

Sicilia (P. & O.), due May 27th, at 7 p.m.
Talithyus (Blue Funnel), due June 5th.
Tamba Maru (N.Y.K.), due June 3rd.

Torilla (B.L.), due June 3rd.

WEATHER REPORT.

May 24th, at 10.40.—Warning to Hongkong. Coast Ports, etc.—Depression or typhoon in Lat. 15 deg. N. Long. 117 deg. E. moving W. position uncertain.

May 24th, at 11.45.—Local signal No. 1 hoisted.

May 25th, at 10.40.—Pressure has increased considerably at Manila and slightly at Shanghai. It has decreased slightly at Labuan and is nearly stationary at other reporting stations.

At 6 a.m. this morning the typhoon appeared to be in about latitude 15 deg. N. and longitude 117 deg. E. moving westward, but both position and direction are uncertain. A depression is still above over Hongkong.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 24th May, 0.60 inch. Total since January 1st, 18.20 inches, against an average of 19.97 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Forecast

Hongkong to Gap Rock N.E. winds, strong, possibly increasing to a gale, fair at first, rain later.

Formosa Channel The same as No. 1.

South coast of China between Hongkong and Lamook No. 1.

South coast of China between Hongkong and Hainan No. 1.



Learn the Cure and Prevention of the diseases of your dog. Book on "Dog Diseases and How to Feed" Sent free on request.

H. Clay Glover & Co., Inc. 115 West 34th St. New York, U.S.A. Agents for all Dog Remedies.

NOTICES TO CONSIGNEES

S.S. "ANGERS"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from MARSEILLE, in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after 28th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st inst., or they will not be recognized. All damaged packages will be examined by Messrs. Goddard & Douglas, on Saturday, the 27th inst., at 10 a.m.

No Fire Insurance has been effected. A. JOBARD, Acting Agent. [1050]

Hongkong, 22nd May, 1922.

S.S. "COMMANDANT DORISE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from LONDON, ANTWERP, HAVRE, BORDEAUX, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed, and stored at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after the 27th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 30th inst., or they will not be recognized. All damaged packages will be examined by Messrs. Goddard & Douglas, on Friday, the 26th inst., at 10 a.m.

No Fire Insurance has been effected. A. JOBARD, Acting Agent. [1051]

Hongkong, 21st May, 1922.

NOTICE TO CONSIGNEES.

The Steamship "WRAY CASTLE," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 24th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th prox., or they will not be recognized. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 30th inst., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by BODWELL & CO., LTD., Agents. [1054]

Hongkong, 21st May, 1922.

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

SS. "MADAWASKA" via Suez Canal ... 31st May to Boston and New York.
Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, CAPE TOWN, direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
(Managing Agents)

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

SS. "KANDAHAR" ... 10th June ... London, Antwerp, Rotterdam & Hamburg.
SS. "CITY OF GLASGOW" ... 5th July ... London, Rotterdam & Hamburg.

Subject to change without notice.

For particulars of freight and passage rates apply to—

or KING & CO., CANTON

THE BANK LINE, LTD.
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

JOKAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

To Boston and New York.

SS. "DEUCALION" ... via Suez Canal ... 5th June.
SS. "ALCINOUS" ... via Suez Canal ... 15th June.
SS. "KAZEMER" ... via Suez Canal ... 25th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. REISS & CO., CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

| DESTINATIONS. | STEAMERS & DEPARTURES. | SAILING DATES. |
|----------------------------|------------------------|-----------------------------------|
| HONGKONG, KOREA & YOKOHAMA | "AZAY LE RIDEAU" | 15,000 ... On or about 26th May. |
| HONGKONG, KOREA & YOKOHAMA | "ARMAND BEHIC" | 11,000 ... On or about 9th June. |
| HONGKONG, KOREA & YOKOHAMA | "ANGKOR" | 15,000 ... On or about 30th May. |
| HONGKONG, KOREA & YOKOHAMA | "ANGERS" | 15,000 ... On or about 16th June. |
| HONGKONG, KOREA & YOKOHAMA | "AZAY LE RIDEAU" | 15,000 ... On or about 27th June. |

COMMERCIAL LINE

HONGKONG, KOREA & YOKOHAMA ... "COM. DORISE" ... On or about 25th May.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)
For further particulars, etc. apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

A. JOHARD,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms above and excellent cuisine.

FOR

SWATOW AMOY & FOOCHOW

AND RETURN

(Occupying Office 101 Days)

HONGKONG ... Capt. J. E. Thomson ... Friday, 26th May, at 1 p.m.
HONGKONG ... Capt. W. C. Passmore ... Thursday, 1st June, at 1 p.m.

Arrival and Departures to the Company's Agents (Banks, etc.)

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,
General Manager.P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRANES, JAVA, BORNEO, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

| S.S. | Tonnage | From Hongkong (about) | Destination |
|-------------|---------|-----------------------|---|
| "DONGOLA" | 8,000 | 2nd June | Singapore, Penang, Colombo, Bombay, Aden, Port Said, Marseilles & London. |
| "KHYBER" | 9,000 | 7th June | Marseilles, London & Antwerp. |
| "SICILIA" | 6,700 | 11th June | Singapore, Penang, Colombo & Bombay. |
| "DELTA" | 8,100 | 31st June | Marseilles, London & Antwerp. |
| "KASHMIR" | 9,000 | 5th July | do |
| "SOUDAN" | 7,000 | 15th July | Singapore, Penang, Colombo & Bombay. |
| "KARMALA" | 9,000 | 19th July | Marseilles, London & Antwerp. |
| "KASHGAR" | 9,000 | 2nd Aug. | do |
| "SARDINIA" | 6,500 | 16th Aug. | do |
| "DEVANHA" | 8,000 | 30th Aug. | do |
| "KALYAN" | 8,957 | 13th Sept. | do |
| "MACEDONIA" | 10,512 | 27th Sept. | (Bombay, Marseilles, London & Antwerp.) |

BRITISH INDIA - APCAR SAILINGS

"TAKADA" 6,949 10th June Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (about)

"EASTERN" 3,586 1st June Marseilles, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

Freight connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per the New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

| | | | |
|------------|-------|----------------|-------------------|
| "KURYALUS" | 3,570 | 29th May | Amoy. |
| "SICILIA" | 6,700 | 29th May, noon | Shanghai only. |
| "KASHMIR" | 8,841 | 3rd June | Shanghai & Japan. |
| "TORILLA" | 5,205 | 4th June | Shanghai & Japan. |

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 34 ft. x 24 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
12, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES—

Monthly direct service via Singapore and Port Said.

"ATLAS MARU" Monday, 10th June.

BUNDO, AILES—RID DE JANTIRA, SANTOS, DUKHAN & CAP TOWN via SAIGON & SINGAPORE, PASSENGER SERVICE

"MEXICO MARU" Tuesday, 12th June.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"SAIGON MARU" Wednesday, 31st May.

DELI & HANGKOW via SAIGON & SINGAPORE

"KISHU MARU" Thursday, 1st June.

CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon.

"BORNEO MARU" Saturday, 3rd June.

VICTORIA, VANCOUVER, SEATTLE & TADOMA—

via SINGAPORE, COLOMBO, SINGAPORE, PORT SAID & CANAL

"AFRICA MARU" Friday, 30th May.

NEW YORK via PANAMA—Regular monthly service via Japan, Peru, San Francisco

Panama and Colon Ports.

"SHUNKO MARU" Monday, 19th June.

NEW ORLEANS LINE via SUEZ

"BORNEO MARU" Thursday, 3rd June.

JAPAN PORTS—Kobe & Yokohama via Shanghai

"ARAGO MARU" Sunday, 11th June.

"LONDON MARU"

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation

for 1st and 2nd class saloon passengers.

"KALJO MARU"

"AMAKUSA MARU" Every Sunday, Noon.

TARAO via SWATOW & AMOY

"ROSHU MARU" Thursday, 1st June.

Tel. No. 4090. Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

For Freight and Passage apply to—

TURNER (FAR EAST) LIMITED.
(Incorporated in Great Britain)
St. George's Building.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

| For | Steamer | To Sail |
|------------------------------|-------------|----------------------|
| SWATOW, AMOY & SHANGHAI | "HUPH" | On 25th May, 10 a.m. |
| SWATOW & BANGKOK | "KWANGTUNG" | On 25th May, 4 p.m. |
| AMOY & SHANGHAI | "SZECHUEN" | On 26th May, D.L. |
| PAKHAI & HAIPHONG | "KAIFONG" | On 27th May, 10 a.m. |
| SWATOW | "HANGCHOW" | On 27th May, 10 a.m. |
| MANILA, CEBU & ILOILO | "TAMING" | On 27th May, 4 p.m. |
| SWATOW, SHANGHAI & TSINGTAO | "SINKIANG" | On 27th May, 4 p.m. |
| WEIHAIWEI, CHEFOO & TIENTSIN | "KURICHOW" | On 27th May, 4 p.m. |
| HAIPHONG, HOIHOW & BANGKOK | "CHEFAN" | On 28th May, 10 a.m. |
| SHANGHAI | "SUIYANG" | On 28th May, 4 p.m. |
| SWATOW, SHANGHAI & TSINGTAO | "YINGCHOW" | On 28th May, noon. |
| SWATOW & BANGKOK | "KWANGCHOW" | On 30th May, noon. |

SHANGHAI LINE—PASSENGER, MAILS and CARGO
Excellent Saloon accommodation, and Electric Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three
times weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all
ports and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via
Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)
Agents.

TELEPHONE 36.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

T. K. K.
TOYO KISEN KAISHA

Reduced Fare to Europe U.S.G. \$820.50 First Class Throughout

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"The Pathway of the Sun"

| STEAMERS | TONS | LEAVE HONGKONG | LEAVE HONOLULU |
|----------------|-------|----------------|----------------|
| "SHUNYO MARU" | 9,000 | May 29th | May 29th |
| "PERIA MARU" | 9,000 | June 16th | June 16th |
| "TAIYO MARU" | 9,000 | June 21st | June 21st |
| "SIBERIA MARU" | 9,000 | July 5th | July 5th |
| "TENYO MARU" | 9,000 | July 19th | July 19th |
| "KORBA MARU" | 9,000 | July 30th | July 30th |

† Calling at Dairen. ‡ Calling at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA MANILA, KEELUNG, JAPAN, HONOLULU, BILBO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEDO, AEREA & IQUIQUE
THENCE BY TRAIN-BOATS ROUTE TO BUENOS AIRES.

| STEAMERS | TONS | LEAVE HONGKONG | LEAVE BUENOS AIRES |
|---------------|-------|----------------|--------------------|
| "RAKUYO MARU" | 9,000 | June 28th | June 28th |
| "GINYO MARU" | 9,000 | Aug. 28th | Aug. 28th |

* Omits Manila.

For full information regarding passenger, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.
King's Building Tel. No. 174-4

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENT—U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports U.S.G. \$820.50 First Class throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU

LEAVE HONGKONG ARRIVE SAN FRANCISCO

SS. "PRESIDENT WILSON" ... May 26th ... June 18th

SS. "PRESIDENT LINCOLN" ... June 30th ... July 13th

SS. "PRESIDENT CLEVELAND" ... July 5th ... July 27th

HONGKONG-CALCUTTA SERVICE

Freight only.

CALCUTTA via SINGAPORE, PENANG and RANGOON

SS. "LAKE FAULK" ... May 27th, Noon.

HONGKONG, MANILA-HONOLULU-SAN FRANCISCO SERVICE

Freight and Passengers

Sailings from Hongkong, Manila, Yokohama, San Francisco.

SS. "PRESIDENT HAYES" ... June 2nd ... June 24th

SS. "PRESIDENT HARRISON" ... June 20th ... July 12th

SS. "PRESIDENT HAYES" ... Aug. 4th ... Aug. 26th

SS. "PRESIDENT HARRISON" ... Sept. 1st ... Sept. 23rd

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Union Building, Hongkong.

AGENTS AT CANTON—REISS & CO.

KERR STEAMSHIP CO., INC.

SERVICE TO NEW YORK via PANAMA CANAL:

For MANILA AND NEW YORK,

SS. "GRANDE GAARD" ... sailing on or about the 30th May.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,
AGENTS.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Sailing (Subject to Alteration)

Steamer Sailing via Ports L.V. Hongkong for Australia

"TAIYUAN" ... 27th May.

This steamer is fitted with Refrigerating Machinery, carrying a plentiful supply

of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light

throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried.

Reduced Fare. Cargo loaded through to all Australian, New Zealand & Transoceanic Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) Agents.

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

STEAMER TO SAIL

"BANGKOK" ... "LARN SAMUD" ... 25th May, D.L.

For further particulars apply to

Messrs. BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) Agents.

POST OFFICE NOTICE

INWARD MAILS.

| From | Per | Date |
|--|-------------|------------|
| Europe via Suez (Letters only, London) | Almas | 25th inst. |
| 37th April | | |
| Suez via Suez (Letters only, London) | Anyo Maru | 25th inst. |
| 37th April | Sichu | 25th inst. |
| JAPAN | Kanaka Maru | 25th inst. |
| Calcutta & Straits | Nogano Maru | 31st inst. |

OUTWARD MAILS.

| For | Per | Date |
|---------------------------------------|--------------|----------------------------|
| Hohow and Haiphong | Takung | Thursday, 25th, 8.30 A.M. |
| Straits, Ceylon, Mauritius, India via | Suez Maru | Thursday, 25th, 8.45 A.M. |
| Marques, South Africa, India via | | Registration 9.30 A.M. |
| Dharmashakti, Europe, via MARSHALLS | | |
| Keelung | Akono Maru | Thursday, 25th, 11.00 A.M. |
| Straits & Calcutta | Kookang | Thursday, 25th, 2.00 P.M. |
| Amoy | Sochum | Thursday, 25th, 3.00 P.M. |
| Bangkok via Swatow | Kiangtung | Thursday, 25th, 3.00 P.M. |
| Swatow | Kyokushu | Thursday, 25th, 3.30 P.M. |
| Keelung | Takung Maru | Friday, 26th, 8.00 A.M. |
| Pakhoi and Haiphong | Kaiyong | Friday, 26th, 8.00 A.M. |
| Dairen | Africa Maru | Friday, 26th, 10.00 A.M. |
| Shanghai, N. China, Japan, Central | Empire State | Friday, 26th, 9.45 A.M. |
| & South America & EUROPE via | | Registration 10.30 A.M. |
| SAN FRANCISCO | | |
| Swatow, Amoy and Foochow | Hatching | Friday, 26th, Noon |
| Philippine Islands | Loongang | Friday, 26th, 2.00 P.M. |
| Swatow | Hangchow | Friday, 26th, 3.00 P.M. |
| Haiphong | Chonan | Saturday, 27th, 9.00 A.M. |
| Philippine Islands, Australia | Taiyuen | Saturday, 27th, 9.45 A.M. |
| via New Zealand, via Thursday | | Registration 10.30 A.M. |
| Island | | |
| Bangkok | Juan Samud | Saturday, 27th, 2.00 P.M. |
| Swatow | Nikang | Saturday, 27th, 2.00 P.M. |
| Weihaiwei, Cheloo and Fientsin | Kueichow | Saturday, 27th, 3.00 P.M. |
| Swatow | Kueichow | Saturday, 27th, 3.00 P.M. |
| Swatow, Amoy and Keelung | Kaiyo Maru | Sunday, 28th, 9.00 A.M. |

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

"KT. OF THE GARTER" 1st JUNE. London & Hamburg
 "HELENUS" 6th JUNE. London, Rotterdam & Hamburg
 "EURYLOCHUS" 12th JUNE. London, Amsterdam & Antwerp
 "TEUCER" 27th JUNE. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).
 "EURYDAMAS" 2nd JUNE. Havre & Liverpool
 "YANGTZE" 20th JUNE. Genoa, Marseilles, Liverpool & Glasgow
 "PHEMIUS" 2nd JULY. Marseilles, Havre & Liverpool.

PACIFIC SERVICE

(VIA KOREA AND YOKOHAMA).
 "IXION" 30th MAY. Victoria, Seattle & Vancouver.
 "TALTHYBIUS" 20th JUNE.

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).
 "DEUCALION" 5th JUNE. via Suez.
 "ALCINOUS" 15th JUNE. via Suez.

PASSENGER SERVICE

"PYRRHUS" 21st JUNE for Shanghai.
 "PYRRHUS" 18th JULY for Singapore & London.
 "MENTOR" 15th AUG. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, Ltd.),

AGENTS.

ASIA BANKING CORPORATION

(AN AMERICAN BANK FOR TRADE WITH THE FAR EAST.)

Owned by a group of American Banks and under the control of the New York State Banking Department and the Federal Reserve Bank.
 Complete banking facilities incident to foreign trade.
 Travellers Cheques of the American Bankers' Association at 1 the Guaranty Trust Company of New York, negotiable throughout the world, for Sale and Encashment with us.

HEAD OFFICE: NEW YORK

BRANCH: SHANGHAI

CANTON

HANKOW

PEKING

TIENTSIN

MANILA

SINGAPORE

D. M. BIGGAR, Manager.

A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 1A, D'Aguiar Street, Telephone No. 2933

WEEKLY AUCTIONS, TUESDAYS:-

MISCELLANEOUS GOODS.

THURSDAYS:-

VALUABLE

HOUSEHOLD FURNITURE

SATURDAYS:-

EXCELLENT

HOUSEHOLD FURNITURE

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE: 22, GARDNER BUILDING, HONGKONG.

Chairman of Board of Directors: Mr. WONG SHU HAM.

Chief Manager: Mr. L. S. HOU.

Asst. Manager: Mr. K. T. WONG.

Hongkong Manager: Mr. L. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits (free interest at rates of 2 per cent, 4 per cent, and 6 per cent, per annum, respectively).

L. S. HOU

Hongkong, October 2nd, 1920.

COMMERCIAL: OPENING QUOTATIONS.

| 24th May, 1922. | |
|-----------------------------------|---------|
| On LONDON:- | |
| Telegraphic Transfer | 27 1/2 |
| Bank Bill, on demand | 27 9/16 |
| Bank Bill, at 30 days sight | 27 1/2 |
| Bank Bill, at 4 months' sight | 27 1/2 |
| Credit, at 4 months' sight | 27 1/2 |
| Documentary Bill, 4 months' sight | 27 1/2 |
| On PARIS:- | |
| Bank Bill, on demand | 650 |
| Credit, 4 months' sight | 710 |
| On NEW YORK:- | |
| Bank Bill, on demand | 58 1/2 |
| Credit, at 60 days' sight | 62 |
| On BOMBAY:- | |
| Telegraphic Transfer | 202 |
| Bank Bill, on demand | 202 |
| On CALCUTTA:- | |
| Telegraphic Transfer | 202 |
| Bank Bill, on demand | 202 |
| On SHANGHAI:- | |
| Bank Bill, at sight | 133 |
| Private, 30 days' sight | 133 |
| On YOKOHAMA:- | |
| On demand | 133 |
| On MANILA:- | |
| On demand | 133 |
| On SINGAPORE:- | |
| On demand | 133 |
| On BATAVIA:- | |
| On demand | 133 |
| On HANKOW:- | |
| On demand | 133 |
| On SOERABAYA:- | |
| On demand | 133 |
| On BANGKOK:- | |
| On demand | 133 |
| On SINGAPORE, Bank's Buying rate | 7.45 |
| GOLD LEAF 100 fine per tola | 42.50 |
| BAR SILVER per oz. | 38 1/2 |

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office, Hongkong.

Paid-up Capital: \$30,000,000

Reserve Funds: \$4,500,000

Sterling: \$2,400,000

Silver: \$2,400,000

Reserve Liability of Proprietors: \$30,000,000

Court of Directors:

G. M. DOWELL, Esq., Chairman.

Hon. Mr. A. O. LANG, Deputy Chairman.

J. G. M. BERNARD, Esq., Hon. Mr. E. V. D. BART.

A. M. BOWEN, Esq., W. L. BOWEN, Esq., G. T. M. ELLIS, Esq., E. P. WHITE, Esq., F. H. HOLYOCK, Esq.

Chief Manager: A. G. STEPHEN, Esq.

Manager: Shanghai—G. H. STUTT, Esq.

LONDON BANKERS:

LONDON COUNTY WESTMINSTER & PARKS BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY AND FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, March 2nd, 1922.

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

A. H. BARLOW, Acting Chief Manager.

Hongkong, December 25th, 1920.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1852

HEAD OFFICE—LONDON.

Paid-up Capital: \$2,000,000

Reserve Fund: \$2,700,000

Reserve Liability of Proprietors: \$2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. BROCKHART, Manager.

Hongkong, March 20th, 1921.

NEDERLANDSCHE HANDEN MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY.)

Established 1834.

A. Capital: F. 100,000,000 \$3,238,333

Paid-up Capital: F. 80,000,000 \$2,588,864

Reserve Fund: F. 18,978,340 \$1,481,604

Special Reserve: F. 40,160,000 \$2,346,667

Head Office: Amsterdam.

Branches at: The Hague—Rotterdam.

Head Agency: Batavia.

BRANCHES:-

Batavia, Macassar, Singapore

Bandong, Medan, Soerabaya

Bandoeng, Padang, Soerakarta

Calcutta, Palembang, (Sole)

Cebu, Peking, Tientsin

Djember, Peking, (Sole)

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Djember, Peking, (Sole)

GARRICK

Selected Virginia Cigarettes



A FRESH SHIPMENT HAS JUST ARRIVED.

Sold by all Tobacconists.

This advertisement is issued by British American Tobacco Co. (China), Ltd.

THE MERCHANTS BANK OF INDIA, Limited.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 2.

Authorized Capital: \$23,000,000

Subscribed Capital: \$21,800,000

Paid-up Capital: \$21,060,000

Reserve Fund: \$21,150,000

BANKERS:

THE BANK OF ENGLAND,

THE LONDON JOINT CITY & MIDLAND BANK, Ltd.

BRANCHES:

Bombay, Hongkong, Kuala Lumpur, Rangoon,

Calcutta, Madras, Shanghai,

Canton, Hankow, New York, Singapore,

Delhi, Karachi, Penang,

Galle, Kota Bharu, Port Louis (Mauritius).

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. O. WILSON, Acting Manager.

7, Queen's Road Central, Hongkong, January 17th, 1922.

THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE: (Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU, Chief Manager.

1922

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 2nd of November, 1917.)

Authorized Capital: \$20,000,000

Paid-up Capital: \$12,578,800

Reserve Fund: \$6,507,478.00

HEAD OFFICE—PEKING.

HONGKONG BRANCH: 4, Queen's Road Central.

The Bank has branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers: The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers: The Irving National Bank.

The Equitable Trust Company New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

THUYER FEL, Manager.

Hong Kong, September 6th.

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE: No. 10 Des Voeux Road, C. HONGKONG.

Established 1919.

Authorized Capital: \$10,000,000

Paid-up Capital: \$5,000,000

Reserve Fund: \$200,000

DIRECTORS:

Mr. Fung Wai Tung, Chairman.

Hon. Mr. Chow Shun Son.

Mr. Li Koon Chun.

Mr. Fung Ping Shan.

Mr. P. K. Kwok.

Mr. Kan Chin Nam.

Mr. Huynh Tai.

Mr. Kan Fui Po.

Asst. Manager: Mr. L. Tse Fung.

BRANCHES & AGENCIES—

LONDON, NEW YORK, SAN FRANCISCO,

PARIS, YOKOHAMA, SAIGON,

Kobe, NAGASAKI, SINGAPORE,

TIENTSIN, MANILA, SAMARANG,

CALCUTTA, CANTON.

London Bankers: The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum on Savings Accounts four per cent. per annum, and on Fixed Deposits at the following rates:

For 1 month, at the rate of 3 per cent. per annum

For 3 months, at the rate of 3 1/2 per cent. per annum

For 6 months, at the rate of 4 per cent. per annum

For 12 months, at the rate of 4 1/2 per cent. per annum

KAN TUNG PO, Chief Manager.

Hongkong, March 8th, 1922.

THE YOKOHAMA SPECIE BANK, Limited.

Capital (fully paid up): Yen 100,000,000

Reserve Fund: Yen 61,000,000

HEAD OFFICE: TOKYO.

Branches and Agencies at:

Batavia, Kobe, Soerabaya

Bombay, London, Bangkok

Buenos Ayres, Lyons, San Francisco

Calcutta, Los Angeles, Seattle

Canton, Manila, Shanghai

Changhai, Nagasaki, Singapore

Dairen (Dairen), Nagoya, Shimoda

Fungting, Mukden, Newchwang

Hankow, Osaka, Yokohama

Harbin, Peking, Tientsin

Kai Yuen, Saigon, Vladivostok

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA, Manager.

11th March, 1922.

THE BANK OF TAIPEI, Limited.

(TAIWAN BANK).

Incorporated by Special Imperial Charter 1899.

Capital Subscribed: Yen 60,000,000

Capital (Paid-up): Yen 40,000,000

Reserve Funds: Yen 11,750,000

HEAD OFFICE—TAIPEI, FORMOSA.